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American Railroad Journal.

New York, Saturday, November 2, 1872.

St. Louis and Southeastern Railway.

The Frankfort (Ky.) *Yeoman*, of October 22nd, says articles of consolidation between the St. Louis and Terre Haute Railway Company of Illinois, and the Indiana, Evansville, Henderson and Nashville Railway of Kentucky, and St. Louis and Southeastern Railway Company, Kentucky division, and the Nashville, Chicago and St. Louis Railway Company, were, on Friday last filed with the Secretary of State, under the name of the St. Louis and Southeastern Railway Company, consolidated. It is further understood that the board of trustees may adopt the name of the St. Louis, Evansville, Henderson and Nashville Railway, instead of the consolidated name, or may use such name in the business. The capital stock of the consolidated company shall be $1,600,000, divided into 160,000 shares, 60,000 of which shall be held as preferred stock and the balance common. This stock shall be exchanged share for share with that held by the stockholders of the several companies so consolidated. The stockholders will meet in Evansville to-day for the purpose of electing their board of trustees. The board is authorized to borrow money on bonds or other evidences of debt not exceeding $21,000 per mile of stock.

NOVEMBER

INVESTMENTS

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts, there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the Road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of Road also entitles the Company to Ten Million Four Hundred Thousand Acres of Land, located in Central Minnesota, Eastern Dakota, and in the Columbia Valley on the Pacific Coast. The Bonds are secured by a first mortgage on the Road, its Traffic and Franchise, and on the entire Land Grant received from the Government. The rate of interest is Seven and Three-Tenths Gold —equivalent to about Eight and a Quarter per cent. in currency. Believing the security to be ample and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States Five-Twenties and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

☞ We learn from the Detroit *Tribune* that the locomotive is rapidly making its way eastward, from Amherstburg, on the Canada Southern Railway. The work of track-laying is progressing at the rate of a mile and a half per day. The engine is now out some ten miles from the town and going forward every twenty-four hours, to the great delight of the people on the route. It is expected that the whole line will be opened this fall. The line north from St. Thomas is progressing equally as well, and will be completed nearly as soon as the main line.

Present Condition of the Northern Pacific Railroad.

It is announced that by the middle of November this new road will be completed to the Missouri River, 452 miles west of Duluth. This will be an addition of 200 miles since Spring. Trains have been running daily between Duluth and the Red River since April last, and new rolling stock is ready to equip the extension.

On the Pacific side in Washington territory a small section of 25 miles has been some time in operation. Forty miles more of track will be completed before the close of the season. Adding the completed portion on the Pacific side to the Eastern section, it gives a total of 517 miles of track laid in little more than two years from the commencement of work. When the delays encountered the first year in making the surveys and deciding on the best line through the forest region are considered, the result is marvelous, and attests the energy with which the work is pushed forward. Some idea of the work accomplished will be conveyed by stating that the finished portion of the road in November will exceed in length the New-York Central, with all its lateral and branch lines included.

Besides the actual construction, the work of surveying and locating the entire line across the continent has proceeded with vigor. The exploring parties have fought a few scattering Indians, but have carried their surveys successfully to the Yellowstone. The portion of the road now in operation has a large and increasing local traffic. It intersects the Red River at Moorhead, and from Glyndon, eleven miles east of Red River, a new railroad is being constructed northward up the valley to Pembina, where it will meet and join a line now being built southward from Fort Garry. It commands the eastward bound freight and travel of the British settlements in Manitoba, and also of the Hudson's Bay Company. It will also be the outlet of a large portion of the grain grown in Minnesota.

When the contracts for this season are completed, the company will have a permanent business in the great traffic of the Upper Missouri River, with all the Government transportation in the North-West. A few miles beyond the point where the railway strikes the Missouri the river bends to the westward, and is navigable for steamboats for 1,000 miles of water way from the railroad crossing to Fort Benton, at the foot of the Rocky Mountains, in Western Montana.

Nearly forty steamers have been employed during a single season in the trade of these upper waters.

In April next, at the opening of navigation, there will be direct communication, east and west, by rail and river, from Lake Superior, in longitude 92 degrees, to the populous districts in West-

ern Montana, in longitude 110 degrees. From this point westward it is about 400 miles through the passes of the Rocky Mountains to that portion of the Columbia River whence it is navigable to the Pacific.

The finished sections of road entitle the Company to about ten million acres of land, granted by the Government, constituting an area about twice the extent of Massachusetts. Ten million contiguous acres belonging to the Government are at the same time rendered habitable and salable. The lands are situated on either side of the line, and principally consist of excellent farming land, with the productive soil characteristic of all the prairie region. Settlers have already applied for more than a quarter of a million of acres. The company has already begun the cancellation of its seven-thirty first mortgage bonds by the proceeds of its sales of land, and is accomplishing its great work with the utmost success and economy.

There is a prospect of a large emigration of the tenant farmer class from England in the coming Spring. One colony alone, recently formed there, through its pioneer agents secured a tract in Clay County, in Minnesota, of 185,000 acres directly on the line of railway. The intended settlement is to be named Yeovil, after a town in the West of England whence the majority of the colonists will come. The first contingent of this colony numbers about 2,000; the remainder will follow in 1873.

The bureau having in charge the Land Department of the road has built and furnished convenient reception-houses for the free accommodation of intending settlers and their families while engaged in selecting their farms. One of these is at Duluth, another at Brainerd, where the road crosses the Mississippi, and a third at Glynden, in the Red River Valley. Emigrants used to trundle with their ox-carts over forlorn and desolate prairies, and bivouac where the night found them. It is quite different now. They are carried in comfort to the very sites of their future homes—and the organization of the system is such that they are protected from imposition or spoliation from the time they leave their old homes across the water till they begin the foundation of their new ones under the sunset. Every able-bodied and industrious man and woman who comes hither makes the nation richer and contributes to the general prosperity, and in this view the condition and prospects of the road are a source of legitimate congratulation. Arrangements are making for pushing construction east and west during 1873.—*N. Y. Tribune.*

Carolina Narrow Gauge R. R.

In February last an act was passed by the North Carolina Legislature to charter the Carolina Narrow gauge Railroad in that State. The road is designed to run from Chester to York in South Carolina, and from thence in a direct line to Lenoir, North Carolina, passing through the towns of Dallas, Lincoln and Newtown, North Carolina, a distance of about one hundred miles. The road is to be a narrow gauge road, and the cost of its building and equipment will be about $7,000 per mile. The country through which it passes is a very rich grain bearing section, the product of which goes now by the way of Charlotte, North Carolina, to Baltimore. The president avers that corn which is now sold in that section for forty cents per bushel, costs about twenty-four cents transportation to Baltimore, and from Baltimore to Charleston as much more. Hence consumers at the latter place are compelled to pay double prices. He contends that by the completion of the new road, it can be taken direct to Charleston at a cost of about fifteen cents, a very material reduction in the price. The cost of the construction of the road being so much less, and the cost of running expenses being also so much less than that of the ordinary broad gauge road, will enable the new road to transport freight at proportionately lower rates, and by this means it is thought that a large and valuable trade will be diverted to Charleston. The capital stock of the road is fixed at $700,000. It is proposed to raise $200,000 by private subscription, and as soon as this shall have been done, the various counties through which the road will pass have promised to subscribe the balance.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JUNE 30, 1872.

The gross receipts upon the whole undertaking have been		£869,479
Deduct—The ordinary working expenses (being at the rate of 68.48 per cent., against 68.26 of the corresponding half of last year)	£595,416	
The renewals, &c., for the permanent way and works in the half-year debited to revenue.	76,781	
		672,197
Leaving an available balance earned in the half-year of		£197,282
Less amount of sundry expenditure as per revenue account		21,820
		£175,462
Deduct—Loss on American currency		10,635
Balance		£164,827
To this sum of		£164,827
has to be added the balance carried from the net revenue account of last half-year of		1,650
Making a total balance of		£166,477
From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of		16,339
Leaving the balance of		£150,138
Applicable for the following payments, viz.:—		
Interest on hired cars		£23,020
Interest, &c., paid on lands		1,775
Interest on mortgage to bank of Upper Canada		4,424
Interest on loans, bankers' balances, promissory notes, European exchange, &c		852
Interest on British American Land Company's debentures		616
Interest on Montreal Seminary debentures		616
Interest on Island Pond debentures		2,700
Half-yearly instalment on Portland sinking fund		2,568
Atlantic and St. Lawrence lease (in full)	29,088	
Detroit line lease (in full)	11,250	
Montreal and Champlain Railway	14,075	
Buffalo and Lake Huron	27,500	
		81,913
1st equipment bonds interest	15,000	
2nd " "	15,000	
		30,000
Balance carried forward		1,653
		£150,138

Comparing this half-year with the corresponding period of 1871, the gross receipts show an increase of £93,597, or 12.06 per cent. There was an increase in the passenger receipts of £6,278 or 2.40 per cent., and in the freight receipts of £87,050, or 15.02 per cent. The total number of passengers carried was 733,748 against 764,376, and the tonnage of freight was 737,361 against 666,092 tons. The falling off in the number of passengers mainly arose from there having been a smaller number of emigrants than last year. The average receipt per passenger was 6s. 5d. against 6s., and per ton of freight 16s. 3d. against 15s. 5d. The following table gives the numbers of passengers and tons of freight conveyed each half year since 1863, with the average receipts per passenger and per ton of freight for the same periods:—

	Passengers.			Freight.		
Half-year.	Nos.	Average per passenger. s.	d.	Tons.	Average per ton. s.	d.
1872, June	733,748	6	5	737,361	6	3
1871, Dec.	961,432	6	1	789,331	15	5
1871, June	764,376	6	0	666,092	15	5
1870, Dec.	937,879	5	11	691,301	14	0
1870, June	700,334	6	5	612,959	14	6
1869, Dec.	892,697	6	3	611,809	15	7
1869, June	655,850	6	9	520,881	16	0
1868, Dec.	804,815	6	9	557,157	16	3
1868, June	619,298	6	8	505,987	16	1
1867, Dec.	794,213	6	10	527,227	15	4
1867, June	623,227	6	8	489,647	15	1
1866, Dec.	792,487	7	2	523,685	15	5
1866, June	638,708	7	0	497,292	15	4
1865, Dec.	784,346	7	2	523,830	15	5
1865, June	596,571	6	3	477,837	16	11
1864, Dec.	722,446	6	6	443,930	16	1
1864, June	523,284	6	0	430,034	16	3
1863, Dec.	529,783	6	5	372,984	15	1
1863, June	395,056	6	0	339,484	17	3

The working expenses for the half year amounted, including renewals, to £672,197, or 77.31 per cent., as against £596,417, or 76.87 per cent. of the gross receipts for the corresponding period of 1871. Exclusive of renewals, the ordinary working expenses were £595,416 against £529,636, or 68.48 per cent. against 68.26 per cent. of the receipts. Early in the year a heavy and rapid rise took place in the cost of all materials, and in the price of labour. The average increase in wages has exceeded 10 per cent., and the increase in the cost of fuel has exceeded 15 per cent. There was also a large additional consumption of fuel in the past half-year, in consequence of the winter 1871-2 having continued six weeks longer than in ordinary seasons. The general rise in the price of wood has rendered it difficult to obtain the necessary supplies except at greatly increased prices, and it has become desirable to provide for the consumption of coal. Arrangements have therefore been made for a supply of 40,000 tons from the Nova Scotia mines, for next year's delivery. The high prices which have ruled in this country for coals are somewhat increasing in their value on the American Continent, and it is not likely that the use of coal will result in any considerable saving on past expenditure for wood fuel; but the use of coal will probably check the further increase in the price of wood which would otherwise undoubtedly have taken place. The total train-miles run were 3,280,362, against 3,153,981, showing an increase of 126,381. The increase in the car mileage was 2,889,869 miles. The cost per train mile in the locomotive department was 33.36 cents, against 29.05 cents for June, 1871, and in the car department the cost per mile was 0.870 of a cent, against 0.819. This increase of cost was mainly due to the causes already referred to. The loss on the conversion of the American currency amounted in the half year to £10,635 against £7,129, arising from a higher rate of exchange and larger receipts from the through traffic. The President is still in Canada, where he has, during the past two months, been examining the actual condition and enquiring into the prospects of the undertaking; and the board learn from his letters that he has been engaged in many important matters, in regard to which he will, after his arrival, have much information to afford. As he may be unable, however, to sail from New York until the end of the present month, it becomes necessary to adjourn the half yearly meeting advertised for the 31st instant. That meeting will, therefore, be held *pro forma*, and will be adjourned until Thursday, 28th of November, when it is expected that Mr. Allport, who has accompanied

the president, will also be able to attend. The half yearly reports of the engineer and mechanical superintendent are appended, as is also the list of stock and bondholders whose names are now registered in the Company's books.—By order of the board,

J. GREEN, pro Secretary.

Grand Trunk Railway Offices,
21, Old Broad street, London, E. C.,
October 10, 1872.

DIRECTORS.—Richard Potter, Esq., Standishhouse, Gloucester, president. Thomas Baring, Esq., M. P., Bishopsgate-street, E. C.; Charles John Brydges, Esq., Montreal; Hon. James Ferrier, Montreal; Robert Gillespie, Esq., 35, Onslow-square; Kirkman Daniel Hodgkinson. Esq., M. P., Bishopsgate-street; Grosvenor Hodgkinson, Esq., M. P., Newark; Graham Menzies, 33, Queen's gate, W.; William Molson, Esq., Montreal; John Swift, Esq., 23, Great Cumberland-place, W.; Captain Tyler, Wyvenhoe hall, near Colchester; Lord Wolverton, 67, Lombard-street, E. C.

Nashville and Chattanooga Railroad.

The Nashville and Chattanooga Railroad owns the main line from Nashville to Chattanooga, Tenn., 151 miles; a branch from War Trace (56 miles southeast of Nashville) southwest to Shelbyville, 8 miles, and a branch from Bridgeport, Ala., (133 miles southeast of Nashville) northeast to Jasper, Tenn., 14 miles. It thus has 173 miles of road.

The Nashville, Memphis and St. Louis Railroad (late Nashville and North western), which is now substantially owned by this company, extends from Nashville west to Huntingdon, Tenn., 109 miles, and thence north-west to the Mississippi at Hickman, Ky., 63½ miles, being thus 172½ miles long.

The following is an abstract of the annual report:

The gross earnings for the past fiscal year, from passengers, freight and mail have been	$1,800,757 70
Total expenses	1,258,264 93
Net income	$542,492 77

Out of this the following payments have been made:

Interest on company's bonds	$103,860 00
$23,700 on State loan, paid in State bonds and coupons, cost	14,220 00
Interest on bonds paid to U. S. Government	40,000 00
Interest on bonds of Nashville and North-western Railroad, endorsed by the Nashville and Chattanooga Railroad Company	2,400 00
Damages on account of flood at Chattanooga in 1867	9,275 66
Capital stock bought in	1,319 62
Real estate and depot grounds	23,720 54
For locomotive engines	105,288 24
Expenses and lawyers' fee in settling with the U. S. Government claim	27,000 00
For new bridges	62,485 55
27 bonds on hand of the Nashville and Chattanooga Railroad Company; 22 of the State of Tennessee, and 3 of the City of Memphis bonds on hand	35,812 20
Old dividends paid	1,068 06
Stock in Edgefield and Kentucky Railroad Company, cost	165 00
6 per cent. dividend on $2,021,373 30.	121,294 40
Total expenditures	$547,909 27
Amount overpaid	$5,416 50

Liabilities credited:

For new railroad iron	$90,745 25
For new bridges	72,668 74
Real estate and depot grounds	19,250 00
Total new liabilities	$182,663 99

The large increase of $434,821 45 in receipts of freight last year over the year previous, is as gratifying to the directors as they trust it will be satisfactory to the stockholders.

The falling off in passenger earnings, and from rents and privileges is the experience of all principal roads in the South; which leads to the conclusion that scarcity of money was the principal cause of this falling off.

NASHVILLE AND NORTH-WESTERN RAILROAD.

This road, now purchased and operated by the Nashville and Chattanooga Railroad Company, shows the earnings from freight, passage, &c., to be $616,329 78. During the same time $983,526 has been paid on account of operating this road, renewing the track and bridges, purchasing equipments, &c.

The notes of the company with interest have been given for these amounts, falling due at different dates in the next twelve months, to which will be added $21,240, the cost of the "iron draw" in the Tennessee River bridge at Johnsonville.

The earnings of the road increased over the year 1869-'70 $200,240 01, and over the year 1868-69 to the amount of $362,295 26, from the beginning of which year we may date the opening of this road for business, practically although in bad condition at that time. The road will now compare very favorably with most of the Southern roads.

To operate this road and bring it up to its present condition, adding the amount paid for cars, and, increase in motive power, depot grounds, &c., has cost $831,927 50 over and above the earnings received from it, counting from the 1st of September, 1868, date of first lease. Its importance to the Nashville and Chattanooga Railroad as a connection is shown by the through freight business, amounting to $243,063 91 for the last year, while for the year previous it amounted to only $75,178 64.

HUNTINGDON AND JACKSON BRANCH.

The construction of the branch between Huntingdon and Jackson was postponed until the title of the Nashville and Chattanooga Railroad Company to the Nashville and Northwestern road could be clearly established, about which there is now no doubt. This will give the shortest route, *via* the Nashville and North-western Railroad, to Mobile and New Orleans, and much the shortest route to Memphis.

Northern Railway of Canada.

The Canadian Directors have the honor to submit their report for the half year ending 30th June, 1872, with the usual returns of income and expenditure, details of accounts, and auditors' reports.

The gross traffic receipts from all sources have amounted to $390,271 03, as against $364,441 76 for the corresponding period of 1871, being an increase of $25,829 27 or 6.61 per cent. in favor of the last half year.

The ordinary working expenses of the half-year have amounted to $238,364 79, as against $229,561 02 in 1871, being at the rate of 61.07 per cent. of the gross earnings in comparison with 62.98 per cent. in the previous half year.

The additional outlay on works of extension has been $63,164 50, as against $46,927 25 in 1871.

The net revenue of the half year available for dividend has been $88,741 74, as against $87,953 49 in 1871. After payment of current dividends on all classes of company's bonds, a balance has been carried forward to the credit of revenue account.

The Directors are happy to report that the lines of the Northern Extension Railway Company are in rapid progress of construction. Twenty-two miles of the line between Barrie and Orilla have been in traffic operation during the last six months, and the earnings have been most satisfactory, and sufficient in amount to meet all interest liabilities, without any recourse to the guarantee of this company under the lease. A further length of the Muskoka branch, to the village of Atherly, will be opened for traffic on or about the 15th instant. Of the North Grey branch, 12½ miles to Thornbury were opened on the 2d instant, and the traffic is already active and satisfactory.

The traffic on the main line has been more active, and its earnings have reached a higher standard than at any previous period. Due to the late opening of navigation and to the insufficiency of lake craft, the trade of the line has been considerably embarrassed, and would seem to indicate the absolute necessity of immediate additions to the rolling stock equipment, to the shipping facilities at Toronto, and to some organization which will place lake transport on a sufficient basis to relieve the line of the freight constantly awaiting shipment.

Serious damage was done to the breakwater at Collingwood during last winter, and the necessity of restoration was so apparent in the public interest that a conditional grant of $35,000 was made last session by the Dominion Legislature. The Directors are now in negotiation with the authorities of Collingwood upon the subject, and they are not without hope that some arrangement may be arrived at which may secure the reconstruction of the works on the terms required by the Legislature.

JOHN BEVERLY ROBINSON, President.

Toronto, September 4, 1872.

Charlotte, Columbia and Augusta Railroad.

At the regular annual meeting of the stockholders of this company, held in Columbia, S. C., on the 22d ult., 18,306 shares of stock being represented in person or by proxy, the following gentlemen were elected directors for the ensuing year: Jno. B. Palmer, A. B. Davidson, J. H. Rion, W. R. Roberston, H. Robertson, J. H. McMaster, B. D. Hansard, South Carolina; H. B. Plant, E. D. Heard, Josiah Sibley, Jno. J. Cohen, Georgia; Wm. Johnston, R. R. Bridgers, J. W. Thompson, North Carolina; A. S. Budford, Virginia; W. T. Walters, Maryland; M. K. Jesup, New York; and B. F. Newcomer, Maryland.

Col. Jno. B. Palmer, of Columbia, S. C., was elected President of the Company.

Mr. B. F. Newcomer introduced the following resolution, which was unanimously adopted:

Resolved, That with a view of adjusting and providing for the payment of the floating debt of the company, and for the purpose of fully completing, equipping and operating its line of railroad, the President and Directors are hereby authorized and empowered to issue a series of one thousand bonds for the sum of one thousand dollars each, bearing interest at the rate of seven per centum per annum; and to secure the payment of said bonds they are hereby authorized to execute a mortgage on the railroad and all other property and franchise of the company, or any part thereof. The said bonds to be dated and made payable at such time, and to be signed, attested and otherwise executed in such manner as the said President and Directors may determine upon.

It was decided to hold the next annual meeting on the first Tuesday after the second Monday of November, 1873, at Columbia, South Carolina.

☞ The certificate of incorporation of the West End Union Station House and Junction Railroad Company of Cincinnati, with a capital stock of $125,000, was filed with the Secretary of State on the 25th ult. The Ohio and Mississippi Railroad Company and the Marietta and Cincinnati Railroad Company (as reorganized) are the parties to the Association, the object of which is to build a union depot in the Twenty-first ward of Cincinnati, and building a union track to unite the roads of the companies.

☞ Engineers are surveying a railroad route from Hancock, Maryland, through Fulton county, to the Broad Top coal regions.

ALABAMA AND CHATTANOOGA RAILROAD.

The following is the order issued by Governor Smith, which places this road in full possession of the new receivers and managers as tenants at will of the State of Georgia. It will be seen that the supreme power and authority of the State is fully acknowledged:

EXECUTIVE DEPARTMENT,
STATE OF GEORGIA,
ATLANTA, GA., October 7, 1872.

WHEREAS, William J. Haralson and Louis Rice, claiming to be receivers of the Alabama and Chattanooga Railroad, under decree of the Circuit Court of the United States in and of the State of Alabama, and J. C. Stanton, claiming to be general manager of said road, have, in writing, under their hands and seals, admitted the possession of said road lying and being in the State of Georgia, by the authorities of the State to be and to have been rightful and proper;

AND WHEREAS, The said parties have agreed to hold possession of said road under this State, and as the tenants at will of the Governor of this State, and to deliver the same on request to the said authorities without question as to their right to demand such possession:

AND WHEREAS, the said parties have also admitted that the State of Georgia, by its legal authorities, in case of refusal to deliver such possession, has the right to take the same by force; and have further admitted that, if either of said parties or their assigns shall set up claim to said possession adverse to the rights of said State of Georgia, such claim shall be an abandonment of the right and possession of said parties;

AND WHEREAS, The true interests of the State of Georgia require that said road shall be repaired and operated without expense to the State, and which cannot be done if the State, by its authorities, continues to operate the same;

It is therefore ordered, That W. T. Wofford, the receiver of the State of Georgia, the sheriff of Dade county and his deputies, and all other agents of this State, having and holding possession of the Alabama and Chattanooga Railroad in this State, without delay, deliver up the possession of the same to said Wm. J. Haralson and Louis Rice or their duly authorized agents; and the said Wm. J. Haralson and Louis Rice be, and they are hereby authorized to have and hold possession of said railroad lying within said State, as tenants at will of the Governor of this State, subject to be dispossessed of the same at any time, when the said Governor or his successors in office shall deem such dispossession fit and proper; and in every respect the said receivers shall hold said possession upon the terms specified in their written agreement delivered to the Governor of Georgia, bearing date of the 4th of October, 1872; and that they shall have no other rights, powers or privileges than such as are granted or allowed them in said written agreement.

The following document explains itself:

GEORGIA, FULTON COUNTY.—In consideration that His Excellency, James M. Smith, Governor of Georgia, will, upon the signing and delivery of this paper to him, deliver to us possession of so much of the A. and C. R. R. as is in said State, which he holds under the laws of Georgia:

We, Wm. J. Haralson and Lewis Rice, (claiming to be receivers appointed by the Circuit Court of the U. S. and for the State of Alabama under a bill filed by Seth Adams *et al. vs.* the A. and C. R. R. Co. *et al.*) and J. C. Stanton as general manager of said road, accept said possession held as aforesaid under said Smith as such Governor, and recognize the rightfullness of the possession of said road in the agents of said State under the laws of said State up to this date.

We agree to re-deliver possession thereof to said Governor and his successors in office, or his or their agents or appointees at any time upon demand of us or our successors or assigns without questioning the authority to make such demand; and that if such possession is not delivered peaceably, he has the right to take it per force.

And in case we or either of us or our successors or assigns shall set up any claim to such possession in opposition to said rights of said Governor, it shall be considered an abandonment of the right of possession given to us under this agreement.

Said receivers or their agents shall also have the right to surrender the possession of said road to the said Governor or his agents at any time.

Provided, nevertheless, that if hereafter said Governor or his successors in office shall demand possession of said road in said State, and the peaceable possession thereof shall be delivered to him, then after such possession so delivered, nothing in this paper shall be binding on us or such Governor; nor shall we be stopped or bound by any admission, attornment, recital or agreement herein, but we and such Governor shall stand in all respects as if this arrangement were never made.

In witness whereof, we have hereunto set our hands and affixed our seals the day and year first aforesaid.

WM. J. HARALSON, Receiver.
LEWIS RICE, Receiver.
J. C. STANTON, Gen. Manager.
By DAN'L S. PRINTUP, as Attorney and Agent.

Signed, sealed and delivered in the presence of
N. J. HAMMOND,
Not. Public Fulton Co., Ga.

Pittsburg, Cincinnati and St. Louis Railway.

The financial condition of this company is exhibited in the annexed official statement made to the Committee on Stock List of the New York Stock Exchange—application having been made to have the securities of the company placed on call:

The Pittsburg, Cincinnati and St. Louis Railway Company was organized May 1, 1868, by the consolidation of the Steubenville and Indiana Railroad Company, the Holiday's Cove Railway Company, and the Pan Handle Railroad Company, under the laws of the States of Ohio, West Virginia and Pennsylvania. Length of road from Birmingham, opposite Pittsburg, to Newark, Ohio, 159 miles; one-half interest in Central Ohio Railroad, from Columbus to Newark, Ohio, 33 miles; branch from Cadiz Junction to Cadiz, Ohio, eight miles. Total, two hundred miles. Capital stock, 200,000 shares of $50 each. Of which 60,000 was preferred seven per cent. stock, and 140,000 shares common stock. There are also in the hands of the company 75,000 shares preferred stock, created by special action of the shareholders at their annual meeting February 5, 1872. Of this 70,000 shares preferred stock 60,000 shares are to be issued to the Pennsylvania Railroad Company at par for payment of that amount borrowed of that company for the purpose of improving and further equipping the road, leaving to be hereafter issued as occasion may require 10,000 shares. The funded debt of the company is: First-mortgage consolidated 7 per cent. bonds, dated August 1, 1868; maturing August 1, 1900, interest payable February 1 and August 1 at the office of the Pennsylvania Railroad Company in Philadelphia—$10,000,000; denomination, $1,000 each. First mortgage six per cent. bonds, dated May 1, 1864, maturing May 1, 1884, interest payable monthly, according to series (of which there are 12), at the agency of the company in New York, $3,000,000, denomination, $1,000 each; first mortgage 7 per cent. bonds, dated Sept. 1, 1864, maturing Jan. 1, 1890, interest payable Jan. 1 and July 1, at the office of the Pennsylvania Railroad Company, in Philadelphia, $775,000, denomination, $1,000 each. The company has an additional debt, incurred for equipment, double track, extension of side tracks, depots, shops and other improvements, amounting to $3,925,971 56. Of this debt $3,049,893 21 are held by the Pennsylvania Railroad Company ($3,000,000 of which, as already stated, is payable in preferred stock at par, and the remainder in income bonds of the Columbus, Chicago and Indiana Central Railroad at par), and $876,078 35 are held by the Pennsylvania Company. To meet this debt the company holds securities to the amount of $4,104,000.

The following roads are leased by this company, viz: Chartiers railway, 23 miles; Little Miami, Columbus and Xenia Railroad, 197 miles; Columbus, Chicago and Indiana Central Railway, 587; Jefferson, Madison and Indianapolis Railroad, 210; St. Louis, Vandalia and Terre Haute Railroad, 165. Total, 1,159 miles.

Lynchburg and Danville Railroad.

At a meeting of the stockholders of the Lynchburg and Danville (Va.) railroad, held in Lynchburg, on the 15th inst., the proposition of consolidation made by the directors of the Orange, Alexandria and Manassas Railroad Company was accepted, and the contract signed by the representatives of both roads. The basis of consolidation is that the shares of the consolidated company shall be of the par value of $50 each, the stockholders of the Orange and Alexandria Company receiving share for share, and in the other receiving two shares for each share so held, the present par value of the Lynchburg and Danville shares being $100.

The chief engineer of the Lynchburg and Danville road reported the work on the road progressing rapidly; that the work upon the first division, extending from Lynchburg south, a distance of thirty-three miles, will be finished during next month, with the exception of the tunnel in Lynchburg and the masonry of Stanton river bridge. The former, under favorable circumstances, can be completed before the close of winter. The second division will be finished by the end of the year.

This extension of the Orange and Alexandria Railroad will unite at Danville with the road to Greensborough, North Carolina, although of a different gauge, which ramifies through all the Southern States. It is contemplated in the same interest to build a road to Statesville that will give even better advantages to the increased trade of Baltimore. The latter link of the one gauge in the system of roads will give from Baltimore an additional continuous line of rail piercing the very centres of the Carolinas, traversing through Georgia and to the coast, all feeders of the main line that has its nearest eastern terminal at this city.—*Balt. Sun.*

Milwaukee and Northern Railway.

The steady progress of this road to the north is exceeding the highest anticipations of its projectors. The track is already laid to Menasha Junction, 84 miles from this city; and the iron is being laid at the rate of one mile per day towards Menasha, 16 miles further. If the weather continues as favorable as it has been, cars will be running to Menasha, 99 miles distant, by the 1st of November. At Menasha, the road will tap the Wisconsin Central Railroad, which is already completed 140 miles to the northwest, passing through Stevens Point. It will also meet there the travel of the Northwestern Railroad coming down from Marquette, on Lake Superior. The road will be finished to Green Bay, 110 miles distant, by the 1st of January.

Probably no road was ever projected from this city which is likely to produce such marked advantages to Milwaukee, it being an air-line, and thus the nearest and most direct route to the north. It has compelled the Northwestern Railroad to construct the Fond du Lac air-line. It has also compelled the Wisconsin Central to finish the road from Manitowoc to Milwaukee. It is not too much to say that the construction of a single hundred miles of railway will necessitate the termination in this city of 800 miles of other railroad. It now promises to be one of the great trunk roads of the state; for its projectors are determined to carry it to the inexhaustible beds of iron west of Green Bay, and thence to Lake Superior. Its Vice President, E. B. GREENLEAF, is one of those clear-headed, practical and careful men who thoroughly comprehend the necessity of what

is to be done, and do that in time.—*Mil. Wis, Oct.* 16.

James River and Kanawha Canal.

From Major Alderson, who has just returned from the Greenbrier region, we learn that the work of surveying for the proposed steamboat canal, to be called the James River and Kanawha canal, across the State of West Virginia, to unite the waters of the the James and Ohio rivers, has been finished.

Last winter Congress made an appropriation of $50,000 for the purpose of making this survey. The proposed canal is to be over 200 feet wide, wide enough to admit of the passage of steamboats carrying three hundred tons. It will follow the James and Jackson rivers to the foot of the Allegheny mountains, at a point a few miles from Covington, where it is proposed to make a tunnel under the mountains, nine miles long, and of the full width of the canal. This tunnel will be over 2,000 feet above tide-water. Two miles from the western end of this tunnel the canal will enter the Greenbrier river, near the iron bridge of the Chesapeake and Ohio Railroad over the stream. It is proposed to lock and dam the Greenbrier, New and Kanawha rivers to a point five miles below Charleston.

The engineers found the greatest fall in the three rivers at Richmond Falls, on the New river. At this point they found a fall of over sixty feet per mile for three miles. The falls of the Kanawha are 640 feet above tide water. Two miles above the falls the water was found to be 104 feet in depth, the deepest place in the three rivers.

It is proposed to furnish water for the nine-mile tunnel, spoken of above, from a large reservoir to be made on Howard's creek, two miles from the tunnel, and connecting it with the canal by means of another tunnel. The engineers think that it will not take longer than two years to cut the large tunnel through the mountains. The supply of water for the purposes of the canal they consider amply sufficient. As low as the rivers are now, they found the discharge of water from the Greenbrier river to be 60,000 gallons per minute, and from the New river over 20,000 per minute.—*Wheeling Register.*

The New Baltimore Railroad.

In October, 1869, an unusually high freshet in the Schuylkill and its affluents flooded the line of the Baltimore railway between Gibson's Point, below Gray's Ferry and the Lazaretto, interrupting the usual course of travel for about a week. To avoid such a mischance in the future the company determined to construct a new line of road along the range of "upland," which skirts the old line at an average distance of about a mile to the northwest. The new road is so far completed that a special train was taken over it on Saturday afternoon. The line is a double track of steel rails, one track being of American steel, and the other of English for purposes of comparison as to durability.

Everything about the new line is constructed in the most substantial manner. The bridges and culverts are of massive masonry; the station-houses are either of stone or brick, and all of them of exceedingly tasteful architecture. The line leaves the old road immediately at the west end of Gray's Ferry bridge, and passing to the "upland," through a deep cut, follows the plateau of high land for a distance of about twelve miles, and again unites with the present road about a mile east of Chester station. Following this high ground, some of which is rolling country, it has been quite an expensive piece of road to construct but it avoids at once the chance of interruption by freshets, and the necessity for draw-bridges over the numerous affluents of the Schuylkill, which it crosses.—*Phila. Ledger, Oct.* 21.

☞ Work has been commenced on three divisions of the Texas Pacific Railroad—from Dallas, east, from Sherman, east, and from Long View, west. The company's office at Marshall has been commenced.

Chesapeake and Ohio Railroad.

A telegram to the Richmond *Dispatch*, from Huntington, West Virginia, which is the present contemplated terminus of the Chesapeake and Ohio railroad, says that a number of railroad officials have been in consultation in that place on the contemplated extensions. The *Dispatch* says:

"The survey for the Symmes creek line from Huntington to Dayton, Ohio, via Hillsboro', has been completed, and a very favorable route is reported. The distance from Huntington to Dayton is 157 miles. A route from Dayton to Chicago for the contemplated extension of the Symmes creek road has been examined, and the distance on a direct line found to be 249 miles between these points. The engineer corps in charge of Captain Dandridge, recently engaged upon the Symmes creek line, has been directed by Gen. Huntington to make an immediate survey of an alternate line from this city, via Portsmouth and Piketon to Hillsboro.' Active operations will commence at once for an early completion of the Lexington and Big Sandy road westward from this city. The track layers upon the Chesapeake and Ohio road have averaged five and a half miles per week through this month. Less than forty miles remain to unite the eastern and western divisions, upon which work is being vigorously pushed forward."

Vicksburg, Pensacola and Ship Island R. R.

The Vicksburg *Times* says that the work on this road is progressing finely. Grading has commenced within one mile of the elevator, which is nearly finished to Big Bayou, four and one-half miles from the city, and from this point the road-bed, with all the bridges and culverts, are finished to a point within one and one-half miles of Big Black, a distance of 14 miles. The bridge across Big Bayou is 436 feet in length, and is constructed with seasoned 12 by 12 cypress. The three and a half miles between Big Bayon and the city, on which hands are at work, will be completed to the upper line of Reading's plantation within one month. We were assured that the work would be finished to Big Black within ten days. The gauge of the road is to be three feet. The Warrenton switch is also completed, ready for the ties, and is 5,800 feet in length.

The company is considering three routes from Big Black—one route leaves Port Gibson to the right, running up the north fork of Bayou Pierre, crossing the New Orleans and Jackson Railroad at Hazelhurst. Another which is being considered is to run up the south fork of Bayou Pierre and cross the New Orleans and Jackson Railroad, at Brookhaven; and still a central route, crossing the other road at Beauregard. Vicksburg subscribed to the stock of this road $100,000, and Warren county $300,000. It is expected that other counties through which it will pass will also give aid.

Maryland Coal for Bombay.

That the effect of the present high prices of coal in England is being sensibly felt in the United States is evident by the fact that within a few days past the Consolidation Coal Company, of Georgetown, has received orders, transferred from Liverpool, England, for large quantities of Cumberland coal to be shipped to Bombay, Point de Gal, Auden, (East Indies,) Madeira, Alexandria, (Egypt,) Rio Janeiro, Aspinwall, St. Thomas, Martinique, Havana, Valparaiso, and several other distant points. This circumstance is unprecedented in the history of the Cumberland coal trade. The coal will be mainly shipped in foreign bottoms from Georgetown. The American bark Orient is now loading at the Consolidation Company's wharves for Aspinwall. In a few days quite a number of foreign vessels will doubtless be in the Potomac to fill the orders referred to.—*Washington Star.*

$5,000,000.

SAFE AND PROFITABLE INVESTMENT.

THE

CHICAGO AND CANADA SOUTHERN

First Mortgage Sinking Fund

THIRTY YEARS'

7 PER CENT. GOLD BONDS

At 90 and Accrued Interest in Currency.

Interest Payable April and October.

REGISTERED OR COUPON PAYABLE IN LONDON OR NEW YORK.

This road, with the Canada Southern, forms the new Trunk Air Line from Buffalo to Chicago. It is under the same control and management, and is being built by the same parties who built the Canada Southern: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnam, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors both in the Chicago and Northwest and the Chicago and Rock Island; George Opdyke, of the New York Midland; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men. The road is being rapidly built, in the best possible manner, with 60 lbs. steel rails throughout its entire line, and will be completed during the coming year; nearly one-half of the road will be completed and in running order by the 1st of January next; so that the *entire line*, from Buffalo to Chicago, will, within that time, be in successful operation. The builders of this Road control enough of the leading lines running from Chicago to insure an enormous business from the start. Taking into consideration the important fact, patent to all who study the statistics of trade, "That the present Trunk Lines, *now* taxed to their utmost capacity, are not affording facilities equal to the great and constantly-increasing demand for transportation, and that this Road, through its entire length, being practically STRAIGHT AND LEVEL, and SHORTER by THIRTY-FIVE MILES THAN BY ANY OTHER NOW BUILT, or THAT CAN BE BUILT, it must be apparent that this line is not only needed, but must be a great success. The proceeds of these bonds will complete and equip the entire road, and we confidently recommend them as a most safe and profitable investment.

Pamphlets and all information furnished by

Winslow, Lanier & Co.,

Bankers, No. 27 Pine Street.

Leonard, Sheldon & Foster,

Bankers, No. 10 Wall Street.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	358,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,537	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	219,069	404,286	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	516,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	103,629	1,390,522
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	348,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	265,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,729	811,961	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380.583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,592	3,630,096
1872	254,319	238,823	303,594	305,755	265,000	304,512	265,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,532	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,599	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,985	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152.909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	192,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	290,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,129	539,238	706,603	802.586	746,450	643.058	664 051	728.521	719,698	570.168	505.053	7.654,094
1871	479.573	373,925	499,899	584.540	724.466	728,174	673,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	278,936	534,115	565,864	699 420	890,442	855,459	743,382	789,567	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101½
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	37	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	50
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	....
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	13
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	62
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass.	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City.....Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	....
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	....
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32¾
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	196,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City).N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	21
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	22	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	...
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Rea. estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage.....	28,000	7	.....	....	....
2d Mortgage.....	5,000	8	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A J&O	Oct. '72 0
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence.100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'72 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Oct. '72 2½
Camden and Atlantic... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,169,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey.100	15,000,000	J.AJ&O.	Oct. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June'72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,640	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug.'72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Aug. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June '72 2
Colum. & Hocking Val.100	848,964	F. & A.	Aug.'72 5
Concord..... 50	1,500,000	M. & N.	Nov. '72 6
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..100	2,084,200	F. & A.	Aug. '72 3
Connecticut River..... 100	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A. J.O.	Oct. '72 0
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	18,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept.'72 1½
Fitchburg 100	3,540,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	July '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,025,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	6,739,800	M & N.	May '67 5
Lehigh Valley 50	13,159,400	J.A. J.O.	Oct. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati.. 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul.100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug.'72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,000,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N.Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '72 4
" " Certif...100	44,428,330	A. & O.	Oct. 72 4
New York and Harlem.100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 3
N. Eastern (N.C.) pref..100	111,000	M. & N.	May'67 4
North Pennsylvania.... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi...100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport.100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*.100	630,000	J & J.	July '72 4
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept.'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '72 1¾
" Special Imp.100	2,000 000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams..100	460,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces..100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,997,800	J. & J.	July '72 4
Rutland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,999,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	445,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,800	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.) 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,985,000	J. & J	July '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	July '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass 100	2,860,000	M. & N.	Nov. '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F.Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt.100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .100	200,000	— & —	3
42nd St. & G. St. Ferry..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July'71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. 72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July'71 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '72 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 2½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. '5

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Oct. 1, 1872.					
Loan of June 14, 1858 .....registered	$8,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,737,000	6	Jan. & July.	1880	115
.. ..coupon	4,678,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,352,350	6	Jan. & July	1881	115
.. ..coupon	63,968,850	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	232,840,250	6	May & Nov.	1882	112
.. .. .. (5-20s).....coupon	36,852,650	6	" "	1882	116½
Loan of March 3, 1863.....registered	53,434,650	6	Jan. & July.	1881	115
.. ..coupon	21,565,350	6	" "	1881	116½
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s).....registered	34,017,300	6	May & Nov.	1884	112
.. .. .. (5-20s).....coupon	36,964,100	6	" "	1884	115½
Loan of March 3, 1865 (5-20s).....registered	37,085,000	6	May & Nov.	1885	114½
.. .. .. (5-20s).....coupon	119,993,900	6	" "	1885	116½
.. .. 2d series (5-20s).....registered	59,997,400	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	154,948,450	6	" "	1885	114½
.. .. 3d series (5-20s).....registered	91,792,250	6	Jan. & July.	1887	115½
.. .. .. (5-20s).....coupon	227,471,600	6	" "	1887	115
.. .. 4th series (5-20s).....registered	13,706,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	25,364,400	6	" "	1888	115
Loan of March 3, 1864, (10-40s)....registered	138,918,150	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s).....coupon	55,649,150	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71.registered	127,251,050	5	F. M. A. & N.	1881	110
.. .. coupon	72,748,950	5	" "	1881	111½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	6,585,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114
U. S. Notes and Fractional Currency.....	412,196,590	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,000):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	...
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,390):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	93
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W.&Atl.R.R. 1842, '43, '44&'48	866,000	6	Various.	'72-'74	....
.. Bonds for W. &Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl.&Gulf R.R.,'58,'59,'60&'61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	809,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O.,Mob.&Chat.R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss.& Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	" "	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	....
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1883	102
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	....
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	107½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	98½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	92½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	612,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	...
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	....
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	33
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	20
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	....
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	24
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	11
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	107½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '6.-'69.....	2,262,714	6	Jan. & July.	'87-'97	26
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,1'6):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	74½
.. State Bonds (direct)	4,919,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	74½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	....
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	5,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'88-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$980,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	434,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	95
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	93¾
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84½
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	41½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	75
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	91½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100¾
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	97
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	83
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83¾
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100¼
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95¾
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100¾
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicgago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	94½
Equipm't(Eng &Cars,$2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd,skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	81½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1878	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	83½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	87½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	86
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	76
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	95
Company B'ds(Del.Lack.&W.).	3,000,000	7	June & Dec.	" "	1892	99½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,660,000	8	" "	" "	1893	.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97⅞
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Loan of 1872-'82	1,500,000	7	.....	"	1882	102
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	95
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	91¼
8th Mortgage convertible	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & uly	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & N.	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,900,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	90
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	103¾
1st Mort. (K.City & Cam.RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,600	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	86
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	56½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,600,000	8	Jan. & July.	" "	1809	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	590,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.60m.& 3,000,000m)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B'a.&Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	103½
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	93½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	95½
3d Mort.Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	95½
1st Mort.(Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	95
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	93½
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	89
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	336,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	47½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	89½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	558,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	107½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	86
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	820,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	80
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	98
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	112
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100⅝
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	84½
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	.....	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	94
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81⅞
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:)						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,600	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	80
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage ("))....	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible.....	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1863.....	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon...	5,500,000	7	June & Dec.	Philadelphia.	1911	102½
Consolidated Mortgage June 1, 1871. — Dollar registered	1,462,000	7	" "	"	1911	103½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg..	624,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	850,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100⅞
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	90
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Richmond.	1875	...
1st Mortgage.....	175,000	8	April & Oct.		....	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	94¾
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	90½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	88½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	81
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87¾
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95¾
1st M.(L.Erie, W.& St.L.167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	96
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	87
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88¾
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	80¾
Omaha Bridge B'ds, stg£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92½
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	99
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadel phi.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	57
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	74¾
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	98
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AlR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	...
Income Mortgage	613,400	...	.....	.....	....	....
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95½
2d Mort. " "	300,000	6	" "	"	1890	96½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	85
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. byC.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	97½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1895	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &:						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88
Mortgage Loan reg	2,000,000	6	F. M A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	95
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	91½
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	74
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	[illegible]00,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶ ..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed an	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	94
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	constrcut	ion—No p	ayt in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	22	7	1,056	Allegheny Valley..... Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Unde	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶..... Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0		(Leased to	Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.... Kansas.	6,430,000	*	—	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—		(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶. Ga. S.C. & N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	mplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn. & O.	.....	*	—	—	30,000,000	59,000,000	—	—	565.8	(No' acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,648	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio... Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris .. N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ .... Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	153
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset	.)		103.5	836,437	.....	.....	733,095	11,807	—	100	10
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe.. Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware ..... New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,376	—	—	—	250,000	48,000	—	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,982,342	2,127,983	10	100	148½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal ..... N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶.. Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	155,334	—	100	7½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	140½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine..... Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	14..7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	139½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,127	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	—	—	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg. New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	26.0		(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie... N.Y. & Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	—	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*..... Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433.681	349·6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	112
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*..... Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	—	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central..... Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod ..... Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown.... Illinois.	550,000	*	—	—	350,000	200,000	—	—	17.5	(Open	ed January	y 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor.. N.Y.	474,067	*	—	—	376,594	150,000	—	—	—	(Compl	eted 18 m	iles Jan. 1	, 1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa..... Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota..... New York.	538,000	*	—	—	294,469	250,000	11,750	—	—		(Recently	opened—	No report.)		—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000	*	—	—	6,000,000	4,000,000	—	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	16,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	103
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	34½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶.. California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,992,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S.Car.	5,611,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers..... Pennsylvania.	1,095,839	*	—	—	635,355	400,000	60,484	—	22.8		(Leased to	Pennsyl	vania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio..... Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire.....New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	—	90,738	63.8	586,356	197,274	370,840	787,815	157,649	5	100	....
31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton .....Illinois.	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	113
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy..Illinois.	35,444,090	*	—	—	18,649,910	5,534 957	—	—	754.0	.....	.....	.....	7,569,009	2,619,177	10	100	135¼
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque.....Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper. by C.	B. & Q.)		—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes.....Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870-'71.)			—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville..Indiana.	2,500,000	156,000	10,000	.....	1,500 000	1,000,000	.....	—	73.0		(No retur	ns furnish	ed.)		—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota.Io.& Minn.	4,925,000	*	.....	.....	2,000,000	2,925 000	.....	—	—	(Opene	d in Dece	mber, 187	1.)		—	100	....
Jun 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa.....Illinois.	2,500,000	*	.....	.....	1,280,000	2,200,000	.....	—	—		(Recently	opened.)			—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased	o C. & N.	W.)	371,319	371,319	10	100	112¼
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore..Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)			—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.	56,199,718	*	2,342,919	—	35.878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	81¾
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah.....Illinois.	2,840,000	*	.....	.....	1,500,000	1,340,000	.....	.....	—		(New roa	d—No rep	ort.)		—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	...	...	....	Chicago, Pekin & South-Western.Ill.& Mo.	1,700,000	*	—	—	1,400,000	700,000	—	—	—	(Under	constructi	on—length	160 m.)		—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific.Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,524	8	100	108½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois..Ill. & Ind.	4,878,000	*	.....	.....	3,078 000	3,078,000	.....	.....	—	(Unde	r construc	tion—ope	n 19 mile	s.)	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western..Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic R.	I. & Pac.)			—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick.....Mo.	865,000	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore.....Ohio.	774,000	—	—	—	500,000	274,000	—	—	7.0	(Leased	to Mariett	a and Cin	cinnati.)		8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061.798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Ci	n. and Laf	ayette.)		6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley..Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago.Ohio & Ind.	826,733	184,552	700	81,813	382,600	565,000	86,298	—	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne...Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr.Rap	ids & Indi	ana.)		—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland...Ohio.	5,834,514	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	239,205	800,702	304,706	—	100	19¼
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute..Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	constructi	on.)			—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind...Ohio & Ind	13,774,883	*	1,629 225	1,386,437	12,791,350	3.008,000	197,355	693,840	470.4	3,270,327	518,611	1 177,657	3,866,076	6,215,537	7	100	90
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl.& G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware....Ohio.	1,641.501	*	.....	.....	1,165,000	1,500,000	.....	—	76.3	127,000	129,770	135,090	245.304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg....Ohio & Penn.	8,980,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	—	225.0	1,968,331	609,758	1,606,903	3,080,647	1,519,609	10	100	90
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	—	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	35¼
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central.....Colorado.	842,707	*	.....	.....	347,800	225,000	282,126	—	18.0	34,500	17,404	12,811	53,537	5,219	—	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley .....Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.....Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)		—	100	....
Mar. 31, 1872	35 0	—	49.0	—	32	33	12	711	Concord.....New Hampshire.	1,500,000	*	63,041	106,631	1,500,000	—	134,853	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	....
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv..Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	283,665	6	100	90
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River .....Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	137
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley.....Connecticut.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	41.6	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western.....Connecticut.	3,505,723	*	.....	.....	1,497,223	2,008,500	.....	—	68.0		Recently	opened.)			—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,600	.....	—	6.8	(Leased	to Phila.	and Trent	on.)		6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna..N.York.	456,001	*	.....	.....	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley.....Penn. & Md.	1,583,445	*	517,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh .....Penn	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	—	45.0	46,816	8,485	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk .....Connecticut.	700,569	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan .....Ohio	5,95 ,575	765,256	373,725	1,851	3,317,497	3,430,000	265,173	—	202.0	.....	.....	.....	1,101,612	371,376	⅜	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union .....Ohio.	602,594	*	—	.....	82,350	527,445	12,906	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	1,011,276	—	.....	—	309,276	701,000	.....	—	—		(Leased	to Little	Miami.)		—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶.....Delaware.	2,141,300	*	.....	.....	1,230,941	873,250	.....	—	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson.....Penn.	3,384,306	*	21,615,694	.....	15,000,000	10,000,000	.....	—	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western.....Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,3 8,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,568	3,351,484	1,549,693	10s	100	97¼
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific* .....Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	—	121.0	.....	19,795	43,863	371,903	196,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande...Col. & N. Mex.	2,500,000	.....	.....	.....	—	1,216,000	.....	—	—		(Opened	in May 18	72.)		—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley.....Iowa.	(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)					772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois..Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	cently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana..Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	—	—	65.0	(R	cently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee.....Michigan.	9,673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,239	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	...	...	...	....	Detroit, Howell and Lansing...Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	—	164.0		(A new li	ne—no ret	urns.)		—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York.....Maine.	300,000	—	.....	.....	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)		18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware .....Delaware.	(No info	rmation	furnishe	d.)					33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	6,000,000	—	645,249	—	4.999,200	894,000	—	15 901	—	(Leased	to Illinois	Central.)			4	100	....
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western .....Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg...N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—		(Opened	August 20,	1871.)		—	100	....
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties...N. Y.	2,766,470	*	—	771,393	1,475,538	1,500,000	562,326	—	58.0	131,635	154,702	73,443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset.....Mass.	310,407	—	—	40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Penney	lvania.)			—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290	—	—	—	1,509,200	495,900	—	—	—	(Leased	to Phila.	and Readi	ng.)		6	50	....
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia ¶..Tenn. & Ga.	9,165,895	*	138 971	222,368	1,969,624	3,581,400	244,991	3,731,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	....
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern.....Massachusetts.	5,927,520	1,218,809	1,334,751	270,491	4,262,600	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610,277	365,965	1,871,637	635,308	8	100	106
Dec. 31, 1871	23.0	5.0	2 5	—	3	2	—	86	Eastern Kentucky.....Kentucky.	(No info	rmation	furnishe	d.)					28.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	...	...	....	Eastern Shore ¶ .....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	—	40.0	(N	o stateme	nt furnish	ed.)		—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah.....Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2,982,000	374,475	—	—		(Complet	d in 1871 a	nd 1872.)		—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796,854	409,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108,714	360,870	541,297	.....	5	50	56
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie .....New Jersey, N. York & Pa.	59,842,740	*	.....	.....	86,536,910	26,398,800	—	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	53¼
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley .....New York.	158,554	*	.....	.....	134,600	—	40,000	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville.....Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	.....	—	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg.....Pennsylvania.	5 177,000	*	.....	.....	2 000,000	3,177,000	.....	—	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American ¶..Maine.	5,463,964	*	.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	184,752	97,942	280,014	93,338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville...Indiana.	2,432,428	395,814	50,727	63,683	1,544,254	1,154,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Henderson and Nashville.Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	—	98.0		(No retur	ns furnish	ed.)		—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi..Ind.& Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	—	—		(Recently	completed	.)		—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,798	—	—	—	150,000	200,000	272,607	—	5.8	11,154	82,136	—	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	—	—	107,400	—	—	—	12.7	(Leased	to Pbg. an	d Connell	sville.)		7¼	50	....
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Fitchburg .....Massachusetts.	3,440,000	560,000	521,002	.....	817,680	177,000	98,824	41,740	93.3	666,657	1,793,222	.....	1,327,341	316,738	8	100	132
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington.....New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased	to Belv. D	elaware.)	17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200.152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Way ne Jackson & Sag.)					—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	.65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	...
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	...
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	...
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	...
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	...
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	...
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	...
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	94.0	(Leased to Michigan Central.)					—	100	...
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	...
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	...
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lackawa.& Western.)					—	100	...
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin.....Wisconsin.	800,000	*	—	—	400,000	640,000	—	—	....	(Opened December 19, 1871.)					—	100	...
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,090	130,000	—	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	...
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas		(No statement furnished.)								18,240	7,234	29,173	132,000	61,606	—	100	...
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	—	—	99,700	62,000	—	—	5.7	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—	—	28.0	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	...
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	...
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	33
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123.300	50,000	—	38,159	7.8	19,200	75,124	13,019	62,662	21,242	—	100	...
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	...
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	164 414	109,915	64,494	207,113	32,298	—	100	...
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	—	(Leased to Pennsylvania.)					7	50	...
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,900	—	1,113,082	78.0	617,783	1,215,374	489,902	1,648,195	597,232	12	100	142
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill. Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	...
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	...
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,538	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	...
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	—	—	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	...
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	...
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	...
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	...
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	...
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	...
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	122
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	...
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	...
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133.863	.....	—	100	...
Oct. 31. 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	...
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	...	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600.000	3,338,000	702.486	—	72.0	.....	.....	.....	671,557	286,415	—	100	...
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	...
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	...
Dec .31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92.878	23,198	—	100	...
Dec .31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400.000	100,000	.....	.....	11.0	11.380	—	82,617	34,292	4,558	—	50	...
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	...
Dec .31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	(Leased to Erie.)					—	100	...
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	...
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)					7	100	...
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800.000	—	—	—	(Leased to Michigan Central.)					8	100	...
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	...
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	...
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	32 0	(Leased to Michigan Central.)					—	100	...
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	...
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	...
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	...
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	...
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....	(Recently opened.)					—	100	...
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	...
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased to Tol. Western.)					—	100	...
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased to Tol. Western.)					—	100	...
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)					—	100	...
Dec. 31, 1871	510.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	92½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	—	.....	—		(Recently opened.)				—	100	...

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,031,959	*			5,125,000	7,700,000			211.0				429,225	10,233	—	100	
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	633,170	—	—	14,682	285,050	355,000	—	8,290	—	(Leased	to Pittsb.,	Ft. W. & C	hicago.)	56,618	7	50	
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn. Kansas.	1,190,000	—	—	—	600,000	500,000	—	—	21.5	(Leased	to Pacific	of Mo. at 4	5 p.c.—m	.$42,000)	—	100	
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv..Kansas.	5,115,539	587,550	5,790,078	354,207	5,720,000	5,720,000	408,367	—	177.1	376,806	106,010	84,945	591,210	147,099	—	100	
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley.....Pennsylvania.	14,501,805	4,728,925	—	—	18,158,600	9,219,000	645,142	—	235.2	g	867,271	1,573,748	5,290,725	1,828,695	10	50	118½
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami .....Ohio	5,071,900	*	—	—	4,107,900	1,564,000	—	—	196.0		—	—	1,777,722	517,919	8	100	
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	—	*	—	—	6,000,000	8,500,000	—	—	—		(Under	construct	ion.)		—	100	
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,416,188	—	—	—	2,646,100	771,500	—	—	38.8	(Lea	to Phila. &	Reading.)			7	50	90½
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown.....Pennsylvania.	115,616	—	—	—	34,850	40,000	686	—	9.5	sed	4,703	15,635	70,546	1,816	—	50	
Mar. 31 1872	92.0	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn...Indiana.	3,000,000	*	—	—	1,500,000	1,500,000	—	—	—	(Recentl	y opened	—No retu	rns.)		—	100	
Dec. 21, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley.....Canada.	947,349	80,579	36,323	19,294	442,340	490,405	150,866	—	24.5	48,419	44,427	23,831	43,002	12,709	—	100	
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island.....New York.	5,016,402	*	—	—	3,000,000	1,500,000	180,000	—	158.0	—	—	—	830,661	261,860	3	50	
Mar. 31, 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River.....Mo.	5,735,914	—	—	—	4,198,582	4,300,000	—	—	—		(Leased to	Chicago a	nd Alton.)		—	100	
Jan. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington. Ky.	7,218,782	*	281,966	181,948	2,474,483	3,475,000	1,523,496	239,667	172.7	748,783	446,977	209,187	995,426	254,684	—	100	
Jan. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville.....Ky.	13,964,388	*	5,424,969	298,979	8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,761	466,427	535,711	3,153,007	1,064,635	7	100	81
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago...Ind.	—	—	—	—	3,000,000	—	—	—	288.0	—	227,340	174,577	787,311	148,171	—	100	
Sept. 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence.... .Massachusetts.	363,500	*	—	17,342	200,000	66,700	11,164	102,636	12.3		(Leased to	Boston an	d Lowell.	29,688	6	100	
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St. L. Ind. & Ill.	1,057,495	*	115,500	64,593	1,168,153	—	68 732	763	10.0		(Under	construct	ion.)		—	100	
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	—	—	600,000	—	—	—	20.8	(Leased	to Summit	Branch.)		62,500	11½	20	
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta.....Georgia.	2,401,900	—	—	—	1,631,900	770,000	—	—	78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick.. .....Georgia.	7,250,000	*	—	—	3,500,000	3,750,000	—	—	197.5		(Not repo	rted—Sma	il.)		—	100	
Aug. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western.....Georgia.	2,500,000	*	—	—	2,500,000	150,000	—	—	199.0	—	—	—	674,921	266,849	10	100	
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶ .....Maine.	11,445,534	*	299,905	224,362	4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	
Mar. 31, 1871	22.4	3.6	3.2	—	...	...	...	....	Manchester and Lawrence...N.H. & Mass.	1,000,000	*	72,124	34,736	1,000,000	—	15,297	91,563	22.4		(Operated	by Concor	d.)	101,392	10	100	
Sept. 30, 1871	23.0	—	1.5	—	—	—	—	—	Mansfield and Framingham.....Mass.	715,162	—	14,889	444	290,000	300,000	190,916	—	23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati.....Ohio.	23,835,215	*	1,222,738	—	13,980,080	8,844,447	2,233,426	—	283.8	2,042,700	369,753	528,395	1,690,938	210,055	—	50	
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg.....Ohio.	—	*	—	—	1,235,000	1,500,000	—	—	—	(Will be	completed	100 miles	in 1872.)		—	100	
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶...Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	—	—	54.0		(No retur	ns obtaine	d.)		—	100	
Jan. 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley .....Canada.	800,000	—	—	—	400,000	400,000	—	—	33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington.....Kentucky.	—	*	—	—	—	700,000	—	—	49.5	(Recentl	y opened	—No retu	rns.)		—	100	
Jan. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles. Tenn., Miss. & Ala.	8,753,559	*	1,157,068	—	5,312,725	4,157,387	469,855	—	308.0	801,661	313,017	—	1,417,441	218,435	—	100	
Jan. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarksv. and Louisv. ¶..Tenn.	—	(Owned	and oper.	by Loui	sville and	Nashvill	e.)	—	82.6	352,636	—	—	462,571	12,398	—	100	
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	95	Memphis and Little Rock.....Arkansas.	—	—	—	—	—	2,700,000	—	—	131.0	(No ret	urns—ope	ned April	12, 1871.)		—	100	
Jan. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,574,289	*	—	—	1,074,289	3,500,000	—	—	130.7	497,646	210,189	—	924,207	205,747	—	100	
Dec. 31, 1871	4.7	—	—	51.8	—	—	—	—	Mercer and Somerset .....New Jersey.	506,443	—	—	—	265,625	—	55,000	—	4.7	(Leased	to United	Companie	s.)		—	100	
Mar. 31, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers..New Hamp.	698,258	*	—	—	800,000	250,000	424,000	—	27.0	—	—	—	73,489	25,899	7	100	
Dec. 31, 1871	20.0	—	....	136.0	...	...	...	....	Michigan Air Line (E. D.)...Mich. & Ind.	—	—	—	—	—	225,000	—	—	20.0	(W. Div.	owned by	Michigan	Central.)		—	100	
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central.....Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,187	17,987,048	6,200,293	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	115
Dec. 31, 1871	67.0	—	3.3	—	4	7	2	19	Michigan Lake Shore.....Michigan.	1,250,000	*	—	—	450,000	800,000	—	—	67.0	(Recentl	y opened	—No retu	rns.)		—	50	
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton.....Mass.	114,921	30'084	1,297	6,063	148,075	—	9,691	24,598	85.4	21,350	351,598	31,78	35,043	6,981	4	100	
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford....New York.	159,618	—	—	—	121,420	68,500	—	—	—	(Leased	to N. Y. &	Oswego M	idland.)		—	100	
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap. N.Y.	350,476	—	—	—	121,730	225,000	64,800	—	13.0	23,870	29,531	15,550	48,681	18,862	—	100	
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada.....Canada.	2,390,476	244,400	143,595	46,654	835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871	144,182	—	100	
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific .....Nebraska.	2,600,000	*	—	—	1,500,000	1,100,000	—	—	58.0	(Recentl	y opened	—No retu	rns.)		—	100	
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County.....Penn.	254,115	—	—	—	65,426	118,500	—	—	12.5		(Leased to	Pennsylva	nia.)		—	25	
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul .....Wisconsin.	39,700,789	*	1,889,996	1,591,579	22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,684,939	849,631	1,465,155	6,690,695	2,840,341	—	100	56
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern.....Wisconsin.	1,320,000	*	—	—	510,000	18,000 p.m	—	—	45.0	(Recentl	y opened	—No retu	rns.)		—	100	
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	—	—	3,850,450	—	—	—	—	(Leased	to Phila. &	Reading.)			8	50	106½
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point.....Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.0		(No retur	ns furnish	ed.)		—	100	
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western.....Minn.	1,540,000	—	—	—	770,000	1,000,000	—	—	38.5	(Oper. b	y Milw. &	St. Paul.)			—	100	
Jan. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central.....Miss. & Tenn.	—	*	—	—	—	4,557,980	—	—	237.0	—	—	—	1,268,981	loss.	—	100	
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee..Miss. & Tenn.	2,011,197	185,833	—	—	825,407	2,196,547	380,439	—	100.0	245,025	—	—	486,071	227,112	—	100	
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western..Mo. & Io.	1,600,000	*	—	—	800,000	800,000	—	—	—	(Recentl	y opened	—No retu	rns.)		—	100	
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska..Mo. & Io.	1,500,000	*	—	—	1,500,000	—	—	—	62.0	(Recentl	y opened	—No retu	rns.)		—	100	
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas..Mo. & Kan.	24,636,000	*	—	—	12,045,000	12,491,000	—	—	463.0		(No infor	mation.)			—	100	42½
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf. Kansas.	12,900,000	*	—	—	5,950,000	6,950,000	—	—	161.0	—	—	—	683,882	258,902	—	100	
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk...Ala.	838,003	—	—	—	250,000	564,398	3,606	—	—	(Operat	ed by Mob	ile and Oh	io.)		—	100	
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*.....Alabama.	2,109,718	*	14,465	10,556	1,278,377	711,000	126,145	—	87.0	100,735	48,778	—	201,935	22,746	—	100	
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery.....Alabama.	5,490,416	624,590	66,000	219,340	2,034,800	2,596,590	769,046	—	164.0	—	—	—	667,539	150,124	—	100	
Dec. 31, 1871	472.0	45.6	42.3	—	116	...	...	....	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341	4,428,036	10,760,674	1,482,116	1,770,536	517.6	1,432,823	385,300	333,838	2,739,448	845,280	—	100	
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack.....Mass. & N. Hamp.	352,855	*	—	—	197,500	99,825	—	—	—	(Recentl	y complet	ed—No re	turns.)		—	100	
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair.....New Jersey.	3,000,000	*	—	—	700,000	2,300,000	—	—	—	(Leased	to N. Y. &	Oswego M	idland.)		—	100	
Sept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York.	288,931	—	—	—	150,315	177,000	—	—	10.3		(Leased to	Erie.)		25,000	7	100	
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala.....Alabama.	—	—	—	—	—	—	—	—	80.0		(No infor	mation.)			—	100	
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis....New York.	1,054,956	—	53,329	—	418,500	650,000	39,786	—	23.8	15,207	22,290	11,329	26,807	11,244	—	100	
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex .....New Jersey.	25,360,240	—	—	—	13,698,250	11,614,000	—	—	118.0	—	—	—	2,987,211	668,914	7	100	92
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell....N. Hamp. & Mass.	741,875	113,406	135,759	—	800,000	—	64,325	126,715	43.2	299,980	794,297	246,558	544,613	102,415	10	100	
Jan. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶..Tennessee.	5,196,256	*	1,100,241	226,166	1,896,935	1,964,000	2,662,228	—	173.0	902,859	202,709	276,761	1,446,133	396,442	—	100	
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur ¶...Tenn. and Ala.	3,937,619	433,218	555,018	55,936	1,511,807	2,624,000	518,864	237,120	132.5	294,079	98,985	49,428	425,215	144,942	—	100	
Jan. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern¶. Tenn. & Ky.	—	(Sold to	Nashvill	e and C	hattanoo	ga.)	—	—	172.5	544,211	—	59,145	444,389	257,542	—	100	
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck .....Connecticut.	2,041,451	*	137,513	121,139	1,872,400	112,500	28,913	286,290	61.5	217,452	334,121	183,247	624,762	240,499	10	100	
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,367,285	—	—	—	977,150	600,000	789,735	—	—	(Leased	by New J	ersey Cen	Central.)		7	50	
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville..Ohio.	1,500,000	—	—	—	700,000	800,000	—	—	—	(Leased	to Balt. &	Ohio at 30	p. c.)		—	100	
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton.....Mass.	760,000	*	23,008	71,261	500,000	171,500	30,083	152,686	36.2	128,370	325,136	130,095	258,418	52,559	8	100	
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada....N. Bruns.	2,500,000	*	—	—	—	972,000	—	—	126.0	—	28,005	97,443	144,439	57,128	—	100	
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan .....Conn.	245,983	*	—	—	163,905	75,756	5,689	—	—	—	—	—	—	—	—	100	
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	730,249	—	—	—	600,000	93,300	2,000	—	14.9	(Leased	to Pitts., F	t. Wayne	and Chic	ago.)	10	50	
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby.....Conn.	949,000	*	—	—	424,000	525,000	—	—	13.3		(Opened	August 18	71.)		—	100	
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic. Conn.	—	(Unfini	shed.)	—	3,000,000	4,500,000	—	—	23.0	—	—	8,044	—	—	—	100	
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp. Conn. & Mass.	3,011,206	553,984	172,563	263,632	2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,582	546,209	150,515	—	100	
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey.....New Jersey.	9,458,328	*	—	—	7,295,200	400,000	—	—	33.0	(Include	d in Unite	d Compan	ies.)		10	100	124
Jan. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midlan l.....New Jersey.	6,500,000	*	—	—	2,000,000	4,500,000	—	—	68.0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern.....New Jersey.	—	*	1,106,000	—	4,000,000	2,870,000	—	—	115.5	257,021	334,921	87,313	403,227	165,005	—	100	27½
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern..Conn. and Mass.	1,530,331	*	230,671	4,997	1,003,500	699,000	—	63,499	115.6	370,953	437,263	222,390	505,355	138,998	8	100	
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North. ¶. L. & M.	—	—	—	—	4,200,000	9,500,000	1,000,000	—	206.0	—	—	—	1,669,777	404,685	—	100	
Dec. 31, 1871	313.0	—	....	535.0	...	...	...	....	N. O. Mobile and Texas....Ala. & Nash.	—	—	—	—	—	—	—	—	200.0	—	—	—	—	—	—	100	
Sept. 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River. N.Y.	60,413,657	*	—	—	89,428,330	15,231,719	1,167	—	844.5	10,631 797	—	—	21,972,105	8,200,816	8	100	94½
Sept. 30, 1871	130.7	21.2	45.5	—	39	85	36	725	New York and Harlem.. ...New York.	13,305,080	1,592,481	1,678,768	—	8,500,000	6,717,725	—	—	156.9	862,174	1,682,500	323,409	2,698,763	929,088	8	100	115½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac.....New York.	229,110	—	—	—	135,300	—	74,700	—	7.0	(Recently	opened—	No retur	ns.)		—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013	76.7	824,968	2,551,656	174,036	2,313,950	903,946	10	100	142
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland....N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	.Cent.& H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	...	...	...	....	Niles and New Lisbon .....Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶.....North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶ .....South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	...	...	...	....	North Louisiana and Texas.....La.		(No a	ccounts o	btainabl	e.)				72.0		(No accou	nts.)			—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania.....Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	99
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada.....Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶.....Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	78
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire ..New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	114½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey.....N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—		(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	....	1,700	..	...	...	....	Northern Pacific.....Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000p.m	.....	—	278.0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶.Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	124
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	306	Nova Scotia.....Nova Scotia.	6,942,765	*	—	—	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain...N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	76¾
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine.....New Jersey.	452,994	*	—	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi ....Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,800	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	46¾
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River.....Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	73¼
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport..Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	114
Dec. 31, 1871	5.0	4.0	2.7	—	...	...	—	—	Orange and Newark.....New Jersey.	808 022	59,000	.....	—	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185.604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	...	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse .....New York.	1,269,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville...Kentucky.	(Un	der	construc	tion.)	1,500,000	1,500,000	—	—	21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶.....Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	54¾
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf .....Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	—	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown.....Ohio.	250,000	*	.....	.....	250,000	—	—	—	—		(Under	constructi	on.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama.....New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	—	—	47.5		(No	returns.)			—	100	144
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur.....Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5		(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1		(Leased t	o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased	to Tol.Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New J	ersey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular.....Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11938	Pennsylvania .....Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	119
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	....
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware.....Penn.	251,098	—	.....	.....	132,412	700,000	100,000	—	—	(To be co	mpleted in	1872.)			—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	—	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island.....Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned o	ver to Co.	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper.b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶.....Virginia.	1,719,113	*	—	63,753	1,342,200	358,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.Penn. & Md.	1,803,848	177,744	.....	.....	220,000	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶....Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	54¾
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,528	368,262	.....	.....	2,231,900	—	.....	.....	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading..Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	116
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286.850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore.Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	113
Dec. 31, 1871	11.8	—	0.4	—	—	—	—	—	Pickering Valley.....Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.Pa. & W. Va. Ohio.	18,000,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley.....Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,639	.....	14.159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶.....Penn.	7,330 816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic..P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	94½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas	ed to Bost	on and Al	bany.)		6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester.....Me. & N. H.	1,664,882	*	25,000	49,819	651,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000	—	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	131¾
May 31, 1872	50.0	—	....	60.0	2	...	...	....	Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—		(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway.N. H.	370,000	*	.....	.....	170 000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	97½
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern....New York.	1,011,071	*	120,523	—	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	.2	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	364,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,935	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	....
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,594	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)			—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,[illegible]00,909	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	.....	—	20.0	.....	(No retur	ns furnish	ed.)		—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,263	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	)		—	100	14
Apr. 30, 1872	192.0	—	....	89.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	112.0		(No retur	ns fuanish	ed.)		—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	95
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	—	—	2,623,850	2,725,000	—	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern.Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 25	, 1871—No	returns.)		—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,800	3,250,000	338,427	—	...	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	—	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & S	t. Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,591	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,358	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	1½	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,568	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	830,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	...	...	...	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	—	—	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	—	—	1,389,000	1,423,000	—	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,600	*	—	—	2,667,600	1,629,000	—	—	157.0		(No report	t furnishe	d.)		—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,578	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,571	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	265,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	—	—	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	—	—	4,000,000	4,000,000	—	—	....	(Recent	ly opened	—No retu	rns.)		—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,768	505,842	1,148,244	412,348	—	100	....
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western.O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	70¾
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	—	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	125	193	40	1,325	United Companies of New Jersey.N. Jer.	28,520,364	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,663,679	2,618,978	10	50	125
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,905	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	.....	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermo	nt Central	.)		8	100	76¾
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	85
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., L	acka. and	Western.	)	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13.8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta.e	of Georgi	a.)	306,088	.....	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)			—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	....
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta.N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	—	143.5	297,360	70,848	128,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	....
									CANALS, &c.																	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97½
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	—	—	108.0	—	—	1,428,755	113,361	loss.	10	100	115
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	—	.....	.....	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	.....	108.0	—	—	982,188	578,462	31,978	—	50	78½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	....
Dec. 31, 1871	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	651,420	637,811	60c	50	14½
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	—	84.0	—	—	501,674	144.099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsy	lvania.)			—	50	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	76
Catawissa,* pref. and guar.	2,200,000	7	7	113¼
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	79½
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	88¼
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	74½
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	52
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	30½
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	27
" " 2d pref	4,051,744	6	...	13
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	75⅝
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	100
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	....	7	7	60
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,516	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	...
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	...
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	...
Morris, preferred	1,175,000	10	10	121
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	8½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1⅞ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.........per ton — — @ — —
Gartsherrie..........55 — @ 56 —
Glengarnock..........53 — @ 54 —
Eglinton..........52 — @ 52 50
Pig, American, No. 1..........53 — @ 55 —
Pig, American, No. 2..........50 — @ 52 —
Pig, American, Forge..........42 — @ 47 —
Bar, Refined, English and American.......115— @120 —
Bar, Swedes, assorted sizes..........(gold).120— @130 —

—Store Prices.—

Bar, Swedes, 1½ x ⅜ & ½ 1½ x ⅜ to ⅜ & ⅞ sq. 1⅞ to 5 x ⅜ to ⅞ & ⅞ to 2 sq. 6 to 12 x ⅜ & ½........145 — @155 —
Bar, Refined, ⅞ to 2 in. rd. & sq.–1 to 6 in. x ⅜ to 1 in..........120 — @ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in......125 — @ — —
Bar, Refined, 1 & 1½ by ¼ & 5-16..........127 50 @ — —
Large Rounds, 2½ to 2⅞ to 3⅞ to 4 in.......127 50 @140 —
Scroll..........140 — @170 —
Ovals and Half-round..........140 — @160 —
Band, 1 to 6 in. by 3-16 to No. 12.......... — — @135 —
Horse Shoe..........130 — @140 —
Rods, ⅜@3-16 inch..........125 — @165 —
Hoop, ⅞ by No. 22 to 1 & 1½ by 13 & 14....145 — @190 —
Nail Rod..........per lb. — — @ — 9
Sheet, Russia, as to assortment.....(gold) 16⅞—@ 17 —
Sheet, Single D. and T. Common.......... — 7½@ — 8½
Sheet, Doubles and Trebles, Charcoal..... — 8½@ — 9
Sheet, Galvanized..........List. 15 per ct. disc.
Rails, English........(gold).......per ton. 73 — @ 74 —
Rails, American, at Works in Penna..c'y. 85 — @ — —
Anvils, (Eagle)..........per lb currency. — 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..per lb. — 16½@ — 22
English Spring (2d and 1st quality)....... — 9½@ — 10½
English Blister (2d and 1st quality)....... — 11½@ — 16
English Machinery.......... — 11½@ — 14
English German (2d and 1st quality)....... — 11¼@ — 12
American Blister.......... — — @ — 11½
American, Cast, Tool.......... — — @ — 17
American, Spring.......... — — @ — 11
American Machinery.......... — — @ — 11½
American German.......... — 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common..........per keg.$— — @ 6 —
8d. and 9d. " .... — — @ 6 25
6d. and 7d. " .... — — @ 6 50
4d. and 5d. " .... — — @ 6 75
3d. " .... — — @ 7 50
Cut, 2d and 3d. Fine.......... — — @ 8 25
4d. and 4½d. Sugar Box.......... — — @ 7 —
Cut Spikes, all sizes.......... — — @ 6 25
Horse Shoe, Forged (No. 10 to 5)...per lb. — 21 @ — 33
Copper.......... — — @ — 45
Yellow Metal Sheathing and Slating..... — 27 @ — 30

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca..........(gold).per lb. — 36 @ — —
Straits..........(gold). — 32½@ — —
English..........(gold). — 32 @ — —
Plates—Fair to good brands. —Gold.— —Currency.—
I. C. Charcoal....per box.12 25 @12 50 14 25 @ 14 75
I. C. Coke..........10 50 @11 — 12 — @ 12 50
Coke Terne.......... 9 50 @10 — 11 — @ 11 50
Charcoal Terne..........10 75 @11 50 12 50 @ 13 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).......... — 12½ @ — 14⅞
Crude, 40 @ 47 gravity (in shipping order) — 19¼ @ — 19½
Refined, Standard White (in ship'g order). — 26¾@ — —
Refined, S. W. (in jobbing lots).......... — 27 @ — 27½
Refined, S. W. (in tin).......... — 32½@ — 32½
Naptha, Refined, (65 @ 73 gravity)....... — 18¼@ — 19½
Residuum..........per bbl. — 12 @ — 12½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.— — @— 43
Copper, Bolts..........— — @— 45
Copper, Braziers' (over 16 oz.)..........— — @— 45
Copper, Nails..........— — @— 45
Copper, Old Sheathing, &c., mixed lots.....— 26 @— 28
Copper, English Pig..........— 29 @— 32
Copper, American Ingot..........— — @— 27

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2⅞ cents per lb.—all less 10 p. ct.

Spanish..........(gold) per 100 lb. — — @ 6 62½
German..........(gold)— — @ 6 62½
English..........(gold) 6 62½@ 7 —
Bar..........— — @ 9 25
Sheet..........— — @11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas..........per ton of 2240 lb. nominal.
Liverpool Gas Cannel..........14 50 @15 —
Liverpool House Cannel..........22 — @23 —
Anthracite (by cargo)....per ton of 2000 lb. 4 50 @ 5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
Canton Co.	105	105	....	105	105	105
Central Pacific 6s		100½	...	....	101	100¼
Central of N. Jersey	102½	....	....	....	....	103
Chicago & Alton		113	....	....	115	....
.. pref.	114¼	....	115	115	....	....
.. 1 M		....	....	....	....	....
.. S. F.		....	....	....	....	....
.. Inc. bds		....	....	....	....	....
Chicago, Burl. & Q.		138½	....	....	....	....
.. 8s, 1883		....	...	....	....	....
Chic. & Northwestern	76	80⅜	83¼	80⅝	82¼	78⅝
.. pref.	87⅞	89½	89⅛	88¼	88¼	88
.. 1st M.		....	98	98	....	....
.. S. F.		....	....	99	....	....
.. Consol.		94	....	...	....	....
Chic., Rock Isl. & Pac.	110	111	110⅞	109⅞	110½	109¼
Chi., R. I. & Pa. 7s, 1896		....	101½	....	101⅞	101⅞
Clev., Col., C. and Ind.		....	91	90	90	90
Clev. & Pittsburg guar.	89½	89	89½	89¼	89¼	90
.. 2 M.		....	....	....	....	....
.. 3 M.		....	....	....	....	....
.. 4 M.		....	....	....	83½	....
Clev. and Toledo		....	....	....	....	....
.. S. F. 7s		....	....	....	....	....
Col., Chi., & Ind. C.	35¼	36½	37	35⅝	36½	35¼
.. 1 M.	87½	87½	....	87½	87½	87
.. 2 M.		73	73¼	73⅛	73⅛	73¼
Del. & Hudson Canal	117	....	115	....	117	115
Del. Lack. & Western	97	96⅝	97¼	97	97¼	97¼
.. 1 M. 7s		....	101	....	....	....
.. 2 M 7s		....	....	95	....	....
Dubuque & Sioux City		....	....	....	....	....
Erie Railway	51	52	51⅜	53	54½	53⅜
.. pref.	74	....	74	74½	....	....
.. 1 M. 7s, 1897		....	....	104	....	....
.. 2 M. 7s, 1879		....	....	....	....	....
.. 3 M. 7s, 1883		....	....	....	95	....
.. 4 M. 7s, 1880		....	91⅞	....	....	....
.. 5 M. 7s, 1888		....	....	....	....	....
Great Western 2d mort.		90¾	....	....	90¼	90¼
Hannibal & St. Joseph	34	33⅞	34	34½	34	33¼
.. pref.	53½	....	54½	54	....	....
.. 8s, conv.	90	....	....	90	....	....
Hudson River		....	....	....	....	....
.. 2 M. S. F.		....	....	....	....	....
.. 3 M 7s, 1875		....	....	....	....	....
Illinois Central		126	....	126	....	....
.. bonds		....	....	....	....	....
Lake Shore & Mich. S'th.	91⅜	92⅜	92¾	92½	93¼	93¼
Lake Shore Div. bonds		....	....	....	93½	....
Marietta & Cin. 1st pref.		....	....	....	27	....
.. 2d pref.		....	....	....	....	....
Michigan Central	116¼	....	....	116⅜	116½	115½
.. S.F. 8s, 1882		....	....	....	....	....
M. S. and N. I. 1 M. S. F.		....	....	....	....	....
.. 2 M.		....	....	....	100	100
Mariposa Mining Co.	2	2	2½	2	2	....
.. pref.	4½	4	3¾	....	3½	....
Milw. and St. Paul	57¼	58¼	58	58⅛	57¼	56⅛
.. pref.	76⅞	77⅛	77	....	76⅛	76⅛
.. 1st mort.	92½	92⅜	....	....	....	....
.. 2d mort.		86	....	....	....	....
.. 8s	106	....	....	....	....	....
.. 7 3-10s con.	94	....	....	....	....	....
.. 7s, gold		....	....	....	....	....
Missouri 6s	92	93	93	....	93	92⅞
.. H. & St. J. iss	91⅛	....	....	....	91½	....
Morris and Essex	92	....	....	92	....	92
.. 1st mort.		....	....	....	....	....
.. 2d mort.		....	....	97	....	....
New York Central		....	....	....	....	....
.. 7s, S.F. 1876	101	....	....	101	101	....
.. 6s, S.F. 1883		....	....	....	....	....
.. 6s, S.F. 1887		....	....	....	....	....
N. Y. Cen. & Hud. Riv.	94⅞	95¾	96⅜	95¼	95⅜	94⅞
N. York and Harlem	112	114	114	114	113½	....
.. pref.		....	....	....	....	....
.. 1 M. 7s, 1873		...	....	....	....	....
N. Carolina 6s. old		33½	....	33½	33	....
.. new		....	....	....	....	....
Ohio and Miss.	46	47½	46⅜	47	47½	46⅞
.. pref.		....	75½	....	....	....
.. 1st M.		....	....	....	....	....
Pacific Mail S. S. Co.	97⅞	102½	102⅝	93¼	94½	92
Panama		145	148½	144¼	144	....
Phila. and Reading		....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	95	94½	94⅜	95	94½	....
.. 1 M.		....	....	....	....	....
.. 2 M.		....	99	....	....	....
.. 3 M.		....	....	....	....	....
Quicksilver Mining Co.	48¼	48¼	48	48	47	47⅛
St. L., Alton & T. H.		....	....	....	....	....
.. pref.		....	....	....	....	....
.. 1 M.		....	....	....	....	....
.. 2 M. pref.		90	....	90	....	....
.. Income bds.		83	....	....	....	....
Tennessee 6s, old	74⅜	75	75	74⅞	....	73½
.. new	75	....	....	74⅞	....	....
Tol., Wab. & Western	70⅞	72	71⅝	70⅞	71¼	70⅞
.. pref.		....	....	....	....	....
.. 1 M.	96	....	96	....	....	....
.. 2 M.	95	....	....	....	96	....
.. Equipment		....	....	....	....	87
.. St. Lou. Div.		....	....	....	89½	....
Union Pacific	39¼	39½	39¾	39½	39	38¼
.. 1st mort.	89	....	88½	88⅝	88⅝	88¼
.. L. Gt. 7s	77	76⅜	77	77½	77¾	....
.. Inc. 10s	80⅛	80⅜	....	....	80⅛	80⅛
Virginia 6s, old		....	....	....	....	....
.. new		....	....	....	....	....
.. consol.		....	54⅜	54	....	54
.. def. cert.		....	....	15	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108⅝	....	....	108½	....	108½
U. S. 5s, 1881, reg	....	110	....	....	....	....
U. S. 5s, 1881, coup	111⅝	111⅝	....	....	....	....
U. S. 6s, 1881, reg	115	....	....	....	....	115
U. S. 6s, 1881, coup	116½	....	117	116½	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	116½	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	112⅝	....	....	....
U. S. 6s, 5-20s, c. 1864	115¼	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116½	....	....	116½	116⅝	....
U. S. 6s, 5-20s, r. n. '65	114⅝	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	114⅝	115	114⅝	....	....	....
U. S. 6s, 5-20s, reg. '67	115½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	115½	115	115½	115	115	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	115	....	....	....	....
U. S. 6s, Pac.RR issue	....	....	....	....	....	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Catawissa preferred	56⅝	56	56	56¼	56⅝	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	99	....	....	....	99
Elmira & Williamsport	28	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	39½	39	39½	39⅝	39½	39½
.. 6s, 1884	83½	....	....	....	....	....
.. Gold L.	92	92	....	92½	92½	92½
.. R. R. L.	....	....	....	....	....	95
.. Conv. L.	....	....	....	....	83	....
Lehigh Valley R. R.	59½	59½	59½	59½	59⅝	59½
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg.	98	98	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	53	....	52¾	....	....	53½
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	121	....	....	....
North Pennsylvania	49½	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	100
.. 7s	....	97	....	....	....	97
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	39	39	....	....
Oil Creek & Alleg. Riv.	....	35½	35	36	36⅝	....
.. 7s	....	....	....	....	....	80
Pennsylvania R. R.	58⅝	59½	59½	59½	59½	59½
.. 1st M.	101½	....	....	....	....	....
.. 2d M.	....	....	....	....	....	98
.. Gen. mort.	93½	....	93½	93½	93½	....
.. .. reg.	....	....	....	....	....	....
Penn. State. 6s. 1st series	....	....	....	101½	101½	101½
.. 6s, 2d series	....	....	....	....	....	106
.. 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	98½	98½	....	....	....	98½
.. new	102	102½	102½	102½	102½	102½
Philad., Germ. & Nor.	....	87½	87½	....	....	....
Phila. & Reading	57⅝	58	58	58½	58	58
Philadelphia and Erie	....	....	26½	....	....	27⅝
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	90½	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	77	....	....	77	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	125¾	125	....	....	125½	125
Hestonville, (Horse)	18⅝	....	....	17¾	18	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	59	....	....	....	....	....
Spruce and Pine	32¾	....	....	....	....	....
13th and 15th sts.	21	21	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Baltimore City 6s, 1875	....	....	....	....	....	....
.. 1886	97¾	....	....	....	....	....
.. 1890	97½	97	97	97	97	97½
.. 1884	....	....	....	....	....	....
.. 1900	97	....	....	....	....	....
Balt and Ohio	153	153	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	95½	....	....	95	....	....
.. .. 1885	93¾	....	....	....	....	....
Marietta & Cin. 1st M.	98	....	97⅞	....	....	....
.. 2d M.	91¾	92½	92½	....	92½	....
.. 3d M. 8s	....	....	....	....	....	....
Northern Central	....	39½	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	92	....	....	....	....	....
Pittsb. & Connellsv. 7s	94⅝	94½	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	54	54	....	54½	54	....
.. Defer. Certif.	....	15	....	....	15½	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
Boston and Albany	148½	148½	148	148½	....	148½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	139	139½	....	....	....	139½
Boston and Providence	149	....	....	....	....	....
Boston, Hartford & Erie	....	6	....	....	....	....
.. 7s, new	41½	....	41½	41¾	41¾	41¾
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	136¾	....	....	136⅝	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	137	....
Eastern	107	107	107½	108	107	106
Fitchburg	....	133	133	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116¾	116¾	116¾	116¾	116¾	115¾
Northern, N. H.	114	....	114	114½	....	....
Ogdens. & Lake Champ	77	....	....	....	76¾	76¾
.. pref.	99	....	....	100	100	100
Old Colony & Newport	114	114	114	114	....	114
Ph., Wil. & Baltimore	57	....	56½	....	56½	56½
Portl'd, Saco & Ports.	....	131¾	....	....	....	131¾
Union Pacific	....	....	....	39	....	....
" 6s	87	....	....	86½	....	86⅝
" Land Grant 7s	....	....	....	....	77	....
" Income 10s	79	....	....	....	79½	79½
Vermont & Canada	76½	....	....	....	77	76¾
Vermont & Mass.	....	....	....	....	85	85
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	100	....	101½
Metropolitan	....	....	62¾	....	....	62
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	12	12½	....	12½	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	5⅝	....
Pewable	....	....	....	....	....	10½
Quincy	43½	....	43½	44	....	43½

London Stock Exchange.

	Closing Prices. Oct. 18.	Oct. 11.
Atlantic & Gt. W. 1st mort., $1,000	69 — 68	69 — 71
Do. 2d mort., $1,000	55 — 56	55 — 57
Do. Con. mort. B'nds Bisch's Cert.	28 — 32	33½ — 34½
Do. Reorg. Scrip	95 — 93	94 — 96
Do. Leas. Lines, Rental Bonds	84 — 84	84 — 86
Detroit & Milwaukee 1st mort. Bonds	79 — 76	70 — 75
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid	39¾ — 40½	39 — 39½
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	90 — 93	90 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	103 — 104	103½ — 104½
Do. Redemption mort. bonds 6 p.c.	99 — 101	99 — 101
Illinois & St. Louis Bridge 1st mort.	95 — 97	95 — 97
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 — 100	90 — 100
Panama 2d mort.	— — —	— — —
Panama General mort.	92 — 94	90 — 92
Pennsylvania, 2d mort.	96 — 98	96 — 98
Do. General mort.	94½ — 95½	94½ — 95½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort.	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, November 2, 1872.

Stock Exchange and Money Market.

Money has been more active and firmer in price. The speculative inquiry for aid has been quite brisk, and the offerings have been on a restricted scale, both at bank and from private hands. The fluctuation as to rates, however, have been unusually frequent, and extreme, within the range of 4@7 per cent. on call, with several negotiations reported at the full legal rate in gold, during the most severe pressure for accommodation on the part of needy stock firms. The activity was in part, due to speculative manipulations of the supply, with a view to influencing values at the Stock Board, where the dealings have been extensive, and the changes in prices more violent than customary even on this speculative market. The discount business has been seriously checked by the stringency in the call loan line, and even the best grades of commercial paper have been less salable within the range of 9@12 per cent. per annum. The city banks have been weakened considerably in the line of their specie and legal tender reserves, more especially in the specie average, which has been reduced about 1⅛ millions. Their deposit line has been augmented about 2⅛ millions. They enlarged their loan and discount average about 4⅜ millions. The U. S. Sub-Treasury added moderately to its coin reserve, while reducing its currency balances about 2⅛ millions. Money closed up quite stringently for speculative borrowers on the basis of 7 per cent.

The U. S. Sub-Treasury office last week received $3,685,952 of currency, and $3,432,120 of gold, the latter including $2,245,000 from customs; and disbursed $3,296,421 of currency and $5,898,210 of gold, the latter embracing $547,420 of coin interest. The city banks increased their loan and discount average about 4⅜ millions during the week, and again reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $23,688,717, and a coin reserve of $50,061,075.

The city banks, in their latest return, show a decrease of $244,300 of legal tender notes, and of $1 830,200 of specie, with an increase of $2,171,103 of deposits, and of $4,367,400 in their loan and discount averages, also a contraction of $20,300 in their item of circulation. The city bank exchanges, last week, averaged 146½. The banks now hold $5,415,300 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $10,795,300, against $10,702,100 same time last year. The city bank deposits are now $203,202,500 against $203,342,200, week ending Oct. 28, 1871. The legal tender reserve amounts to $52,342,100, against $49,670,500 same time last year. The circulation now stands at $27,686,000 against $49,670 500 same time last year. The loans are now $203,202 500 against $283,342,200 at this date last year.

The coin reserve of the city banks is now about 10¾ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 52⅜ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 203½ millions, against 247½ millions on the 20th of July.

Government revenues have been on a moderate scale, since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, $43,103,450. The customs at the port of New York last week were $2,117,329; and at the outports, equal to about $700,000, all in coin or coin certificates.

Gold has been more confidently dealt in, especially early in the week, and the price then ruled firmer, the demand having been mainly speculative. The later transactions were lighter in amount, and indicative of weakness. The range of the price during the week has been from 112⅜@113⅜, and the closing quotation on Wednesday was 112⅜@112½ against 113⅛ the preceding Wednesday. The specie outflow last week, was $1,416,536. The Gold Exchange Bank clearances have averaged about 65¼ millions per day during the week.

The customs demand for Gold last week, averaged $374,167 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were $119,250 and since Jan. 1, 1872, were $5,801,492 against $9,398,884 same time in

1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $127,218,269 against $134,347,868 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $64,700,633, against $69,945,203 during the same time in 1871.

The export drain of specie was $1,416,536 last week, against $413,825 same week preceding year. The shipments since January 1, 1872, have been $62,276,907 against $57,733,061 during the same portion of 1871.

Foreign Exchange closed tamely, and in favor of buyers. Bankers' sixty day bills on London closed on Wednesday at 108¾@108⅞; sight bills on London, 110⅛@110¼.

The week's exports hence of domestic produce have been to the currency value of $5,470,104.

Government securities have been strong in price on very meagre offerings, checking business though the investment inquiry has been good.

On Wednesday, Government bought in $359,250 of the offered Five-Twenties at from 112 36 @112 37. The aggregate offering was only 868,550 from 112 36@112 86.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116½@116⅝; U. S. Five-Twenties of 1862, 115⅝@115⅞; U. S. Five-Twenties of 1864 at 115⅝@115⅞; U. S. Five-Twenties of 1865, 116¼@116½; U. S. Five-Twenties of 1865 consolidated, 114⅜@114⅝; U. S. Five-Twenties of 1867, 114¾@115; U. S. Five-Twenties of 1868, 114½@114¾; U. S. Ten-forties at 108⅛@108⅜ U. S. Fives of 1881 (Funding Loan) 111@111½; Six per cent. currency

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 16.	Oct. 23.	Oct. 30.
Consols	92⅜	92¼	92½
U. S. 5-20s, 1855....	*91¼	*91	91¼
" 1867	92⅞	92⅝	93¼
" 10-40s	87½	87⅜	88
New Fives of 1881...	*88⅝	*88½	89
Erie	42	41	43½

* Ex Nov. coupon.

State bonds have been in moderate request, but irregular in price.

Railway and Miscellaneous share property has been quite active, but unusually variable as to values, especially the speculative favorites, such as Pacific Mail, Western Union Telegraph, North Western, and Lake Shore shares.

Railway Mortgage Loans have been in fair investment demand at steady prices. Central Pacific Sixes have been in request closing from 100½@101.

In the Metal line, there has been rather more animation. Copper has been quoted steady, but has been inactive; sales, 50,000 lbs. Ingot at 32c. cash. Scotch Pig-iron has been more freely purchased at steadier prices, with sales reported, since our last, of 121 tons Glengarnock at $53@54; 50 tons Gartsherrie at $54; 150 tons Carnbro on private terms; and 700 tons Monklin at $51@$52 here, and $48 at Philadelphia. Of American Pig, 200 tons No. 2 Crane sold at $53; market firm; Wrought Scrap-iron has been active and quoted at $45; sales, 2,000 tons No. 1 (Philadelphia) on private terms. Of Russian Sheet-iron 200 pks. sold on private terms. Iron Rails have been quiet, but held with confidence on the basis of $73, gold, for English, and $85@$87 50, currency, for American. Lead and Spelter inactive at former figures. Pig tin dull and heavy; sales, 5 tons English at 32¼c., gold, with Straits quoted at 32¾c.@33c., gold. Tin plates have been in light demand at yielding prices; sales 200 boxes assorted Charcoal at $12 37½. gold; 2,000 boxes Charcoal Terne on private terms. Of Sheet Zinc 25 casks Musselman sold at 8⅝., gold.

General business has been on a restricted scale, the prevalence of the horse plague impeding deliveries of both produce and merchandise. The leading kinds of produce, attracted less attention. Breadstuffs were cheaper. Provisions rather firmer. Middling upland cotton, closed on Wednesday at 19 cts. per lb. The receipts at all the ports, since Sept. 1, have been 588,611 bales, against 416,387, bales same time in the preceding year; exports 190,500 bales against 139,100 bales in the previous year; stock at the ports at latest dates, 257,893 bales against 216,980 bales same date 1871.

At the Live Stock Markets, Beeves have been in less demand at 9@14½ cts.; Veals in fair request at 7½@11½cts.; Sheep less active at 4@7; cts.; Lambs, 6@8½ cts.; Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipts were 8,170 Beeves, 1,855 Veal Calves, 27,431 Sheep and Lambs, and 59,476 Swine.

Foreign merchandise has been generally less feely dealt in, Sugars and Coffee have been exceptionally active, and quoted firmer. The week's imports of foreign goods reached the amount of $7,459,511 including $2,284,027 of dry goods.

Ocean freights have been less active, at easier rates, closing however, with more firmness.

At the auction sale of Scranton Coal on Wednesday 75,000 tons were disposed of at about steady prices, ranging from 3 65@4 70 per ton of 2,240 lbs.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 7⅞; do. 1st mort., 41½; do. guar. bonds, 55; Long Dock bonds, 95½; Pacific R. R. 7s, guar. by Mo., 97; Toledo, Wabash and Western consols, 89¼; Burlington, Cedar Rapids and Minnesota 1st mort., 91¼; Lake Shore and Michigan Southern consols, reg., 100; Ohio and Miss. 2d mort., 84½; do. consols, 94½; North Missouri 1st mort., 90½; Milwaukee and St. Paul 7s, Iowa Div., 88; St. Louis and Iron Mt. 1st mort., 94¾; Toledo, Peoria and Warsaw 1st mort., W. D., 88½; do. 2d mort., 81; Central of New Jersey 1st mort. new, 103; Gt. Western 1st mort. 1888, 95¼; Cedar Falls and Minnesota 1st mort., 83; Missouri, Kansas and Texas R. R., 42½; New Jersey Southern R. R., 27¼; do. 1st mort., 80; Albany and Susquehanna R. R., 94; do. 2d mort., 94; St. Louis Kansas City and Northern pref., 96; Western Union Tel., 78⅛; Quicksilver pref., 58¼; Atlantic Mail S. S. Co., 16½; Am. Mer. Union Exp., 71; U. S. Exp., 78; Wells-Fargo Exp., 87; Adams Express, 94; Maryland Coal, 21¾; Am. Coal, 55; Consol. Coal of Md., 45¾; South Carolina 6s, new, Jan. and July, 26; New York State 7s, B. L., reg., 106½; North Carolina Fund Act, 1868, 24; Alabama 8s, 85.

Philadelphia.—Wilmington and Reading 7s, 97½; Huntingdon and Broad Top Mt. R. R., 10¾; do. pref., 15⅜; do. 2d mort., 86; do. consols, 56¼; Warren and Franklin 1st mort. 7s, 80; Philadelphia and Reading Gen'l mort. 7s, reg., 103½; do. coup., 102¾; Westchester and Philadelphia 7s, 100½; Ithaca and Athens 7s, 1890, 100; Sunbury and Lewistown 7s, 85; Lehigh Valley 7s, new, 103; Sunbury and Erie 7s, 100½; East Pennsylvania 7s, 98½; Harrisburgh and Lancaster 6s, 92; Morris Canal Boat Loan, 92; Pennsylvania and New York Canal 7s, 97; Pittsburg, Cincinnati and St. Louis 7s, 79; Allegheny Valley 7 3-10s, 94; Belvidere Delaware 2d mort., 84½; Nesquehoning R. R., 55; Delaware Division Canal, 48¾; Camden and Atlantic R. R., 33; Catawissa R. R., 21¼. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 102⅛@102¼; Pennsylvania State 6s, 1st series, 101¼@101½; do. 2d series, 106@106½; do. 3d series, 107¼@—; Philadelphia and Reading, 57⅞@57⅞; do. Gen'l mort. 7s, 102@102; do. mort. 6s, 1880, 95@95⅛; United New Jersey R. R. and Canal Co., 125@125¼; Camden and Amboy mort. 6s, 1889, 99@99¼; do. 1883, 92@93; do. 1889, 92@92; Pennsylvania R. R., 59@59½; do. 1st mort., 101@101½; do. 2d mort., 97¾@98½; do. General mort. coupon, 93½@94¼; do. reg., 93¼@93¾; Little Schuylkill R. R., 47@—; Morris Canal, 48@50 do. pref., 120@120½; do. 6s, 92@92; Susquehanna Canal, 8@8½; do. 6s, 76@76; Schuylkill Nav., 7@7⅜; do. pref., 14@15; do. 6s, 1882, 77@78; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 94@95; do. 5s, 56@—; Lehigh Coal and Navigation, 39@39¼; do. 6s, 1884, 88@88⅛; do. R. R. Loan, 95@95¼; do. Gold Loan, 92@92½; North Pennsylvania, 49¾@50; do. 6s, —@100; do., 7s, 96½@97; do. Chattle 10s, 104½@—; Philadelphia and Erie, 27@27½; do. 6s, 90@90¼; Minehill, 53@53½; Catawissa, 21¾@22; do. pref., 56⅞@57; Lehigh Valley, 59¼@59½; do. 6s, new coupon, 97½@97½; do. reg., 98@98¼; do. 7s, 103@103½; Fifth and Sixth streets, (horse,) 50@50; Second and Third, 59@60; Thirteenth and Fifteenth, 20⅞@21; Spruce and Pine, 32@33; Green and Coates, 45½@46; Chestnut and Walnut, 57@60; Hestonville, 17@18¼; Union, —@73; Germantown, 33@35.

Boston.—Fitchburg and Worcester R. R. 7s, 90; Eastern R. R. 7s, 1882, 102; Cincinnati, Sandusky and Cleveland R. R., 19¾; do. 7s, 81¾; Missisquoi R. R. 7s, 1887, 60¼; Cedar Rapids and Missouri 7s, 1916, 83¼; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 77¾; do. Land Grant 7s, 77¾; Chicago and Michigan Lake Shore R. R. 8s, 1889, 80; Rutland R. R., 14; do. pref., 60; do. scrip, 91; do. 8s, 88; Burlington and Missouri River R. R. in Nebraska, 71; do. 8s, 100¾; Summit Branch R. R., 43⅜; Norwich and Worcester R. R., 124; Connecticut and Passumpsic Rivers R. R., pref., 90; Portsmouth, Gt. Falls and Conway R. R., 97½; Waverly Land, 4¼; Boston Water Power, 55; Cary Imp. 11; Brookline Land, 8¼; Massachusetts 5s, 1893, gold, 98¼; do. 1894, gold, 98⅞; Maine 6s, 1889, 99½; New Hampshire 6s, 1884, 98; Cambridge 6s, 1883, 97¼; Cook Co., Ills., 7s, 1885, 97; Lowell 6s, 1890, 96¼; Boston 6s, 1876, currency, 99; do. 1888, 99¾; do. 1876, reg., 98¾; Chicago 7s, 1884, 98¼; Roxbury 6s, 1878, 98¼;

St. Louis 6s, 1889, 88½; Allouez Mining Co., 11; Calumet and Hecla, 155; International Silver, 1⅞; Humboldt, 85; Hanover, 1⅜; Hancock, 3; Petherick, 2¼; Ridge, 10½; Superior, 50c.; Shuniah Silver, 2¾; St. Clair, 2⅜; Toltec, 1.

Baltimore.—Maryland Defense 6s, 102; Virginia consol. 6s, new, 45¼; Orange and Alexandria 2d mort. 6s, 86; Central Ohio 1st mort., 85¼; Northern Central 6s, 1900, gold, 93¼; Virginia and Tennessee 2d mort. 6s, 78½; do. 3d mort. 8s, 91; Western Maryland R. R. 2d mort. guar., 96½; Orange, Alex. and Manassas 7s, 81⅞. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94½@94½; Baltimore and Ohio, 149@153; do., 6s, 1875, 97½@98¾; do., 1880, 94@95¼; do., 1885, 93½@94; Parkersburg Branch, 10@14½; Washington Branch, 135@150; Northern Central 39@40; do. 6s, 1885, 93@93½; do., 1900, 86¾@87; do., 6s, 1900, gold, 93@93¼; N. W. Va. 1st mort., 101@101; do., 2d mort., 100@101; do., 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 98@99; do., 2d mort., 7s, 92@92½; do., 3d mort., 8s, 84½@85; Central Ohio, 35½@35½; do., pref., 38½@40; do. 1st mort., 85@85½; Western Md. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 94@96½; do., 2d mort. guar., 94@96; do. 3d mort., guar., 94@96; do. 2d mort pref., 79@84; do., 2d mort. guar. by Washington Co., 84@88 Richmond and Danville 1st mort., 79⅞@81; Orange and Alexandria 1st mort. 6s, 95@97; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 93½@95; do., 4th mort. 8s, 83½@84; Orange, Alex. and Manassas 7s, 81¾@81⅞; Virginia and Tennessee 1st mort. 6s, 95@100; do., 6s, 2d mort., 78½@79½; do. 8s, 3d mort., 90¾@91¼; Baltimore 6s, 1875, 96@98; do., 1884, 96½@98; do. 1886, 97@98⅛; do., 1890, 96¾@96⅞; do., 1893, —@97; do. 1893, exempt, 98½@100; do., 1900, exempt, 96½@97; do. 1900, new,—@97; do. 1902, 97¼@98; Memphis City 6s, 52¼@53; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 102@102¼; Virginia 6s, old, 38@39; do. consol. 6s, 54@54½; do. reg., 47⅝@48½; do, Peelers, 45¼@45½; West Virginia, 15@16; City Passenger R. R., 22@23½; George's Creek Coal, 96@100.

Chesapeake and Ohio Railroad.

The Western States of America, enjoying such cheap lands, fertile soil, and genial climate, have naturally drawn, and are still drawing, so many millions of the industrious settlers from the farther east, that the influence of the agricultural and mineral products of the west are felt in the leading markets of the world. The cotton of the southern states, the wheat, corn, tobacco, hemp, meats and hides of the middle, western and northwestern states, and the petroleum of West Virginia and Pennsylvania have long been exported in immense quantities; the time is rapidly approaching when the same region will furnish also vast quantities of coal, pig and wrought iron, ores, hides, &c., &c. The principal drawback hitherto has been that the number of lines of transportation reaching from the seaboard ports of the west has been altogether too few to move the surplus of the west to market, and high rates have been the consequence.

This deficiency of the means of transportation is now about to be remedied, to a large extent, by the completion of the new line reaching from our most central and commodious harbor on the North Atlantic coast, westward to the head of the Ohio and Mississippi Valleys. This great work, whose progress we have frequently had occasion to notice, is now so nearly completed that the officers of the company can speak with certainty of the opening of the whole line for traffic from the navigation of the western rivers to that of the ocean early in the new year. By means of a liberal expenditure on the part of the State of Virginia many years ago, the benefits of which inure to the present company, the CHESAPEAKE and OHIO, this line was so laid as to cross the intervening elevation by a shorter line and by remarkably easy grades, so that it will be admirably adapted to the immense work of moving the western crops to the seaboard for distribution.

The Financial Agents of the company, Messrs. Fisk & Hatch, following their usual custom, have published in a small pamphlet, for the informatiom of the Bondholders and others, a description of the present condition of the work and the prospective traffic of the road, which is so full and truthful an account of the present state of the transportation problem that we regret we cannot re-produce it in full in our columns, as it will be interesting to all parties who follow the progress of internal improvements. The statements therein concerning the valuable deposits of iron and coal along the route, and the advantages of shipment and market are well known here to merchants and iron men; and the coal traffic, both to the east and west, may readily be believed to yield a gross earnings sufficient to make it an independent and prosperous road without reference to the through traffic it must share with the existing lines, or the local traffic in grain, live-stock, tobacco, &c., which it must inevitably receive. The company can therefore indicate with certainty the very items of business from which the revenues and profits are to be earned, as given in their estimates.

Toledo, Detroit and Canada Southern R. R.

The Detroit *Tribune*, of 24th ult., says that the contractors on this road are pushing forward their work vigorously, and the line is progressing satisfactorily. The grading between Toledo and the Ohio and Michigan boundary is getting well forward and a bridge across the river Raisin is being built by the Toledo Bridge Company. It is to be a Howe Truss Bridge, of three spans of 150 feet each, built on stone piers and will cost $20,000. Two vessel loads of iron have been delivered at Trenton and the work of laying the iron between Trenton and Toledo will soon be commenced. The bridge across the Detroit river is being pushed forward rapidly and the work on the Canadian line is rapidly advancing toward completion.

☞ The Missisquoi and Clyde River Railroad, from Richford to Newport, Vt., is being pushed rapidly to completion. Iron is being laid at both ends, and the through line from Montreal to Boston is expected to be in good running order by January 1, 1873.

☞ The Uniontown *Genius* says that the engineers of the Hempfield Railroad extension have located their road to Dawson station on the Pittsburg, Washington and Baltimore Railroad, crossing the river at that point.

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Owing to the present high rate of interest and consequent dullness in American Securities in Europe, and the demand for money here to move the crops, the present is a favorable time to make investments in these favorite Securities, as they can just now, for the above reasons, be purchased below their usual market prices, and a considerable advance is reasonably certain.

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FISK & HATCH.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR NON DELIVERY OF FREIGHT BY REASON OF NOT KNOWING SHIPPING MARKS INDICATING CONSIGNEE.

The case of The Great Western Railway of Canada *vs.* W. Ward Wheeler, (20 Mich., 419,) was an action on the case brought by W. Ward Wheeler, in the circuit court for the County of Wayne, against the Great Western Railway of Canada, for neglecting to deliver two casks of zinc received by the Railway Company at Suspension Bridge to be conveyed to plaintiff at Detroit. The plea was the general issue. The evidence on the trial showed that the goods were delivered to the Company at Suspension Bridge on the 12th of April, 1866, in two casks, marked "W. W. W. Detroit, Mich;" that they arrived in Detroit on the 14th of April and remained in the warehouse of the company until the 26th of April, when the warehouse was destroyed by fire, and the goods so much damaged as to be useless.

The jury found a verdict for the plaintiff.

The following is the opinion of the Court delivered by—

GRAVES, J.—The defendant in error sued the company to recover the value of two casks of zinc brought over the railway and deposited in the depot of the company on the 14th day of April, 1866, and destroyed by fire, which consumed the depot on the night of the 26th of the same month. The goods were marked "W. W. W." and had nothing else upon them to indicate to whom they were consigned. In consequence of this the company claimed they had no information as to the consignee and could do nothing more than to warehouse the goods on their arrival, until the consignee should appear, or in some way be pointed out to them. The defendant in error urged that the company were chargeable with notice that goods marked as these, were meant for him, and in order to prove this, he testified that, occasionally from September 1863, to November 1865, the company had brought zinc for him, marked like that in question, and that in more than one instance it had been delivered to him by the company without his interference. He further testified that on two or three earlier occasions, he called for zinc, which he then expected, and saw the agent on the subject, who, he says, knew his mark perfectly well. He did not recollect who this agent was, but thought it was McDonnell. The witness was unable to fix the date of any of these interviews or deliveries. The company gave evidence with a view to show that none of their agents in April, 1866, had any knowledge that the mark upon the zinc in question, signified the defendant in error, and further gave evidence to prove that it was the business of the delivery clerk to attend to the delivery of goods to the consignees, and that such clerk had been several times changed within a year or two before the fire, and that the clerk employed in the month of April, 1866, had been in the company's service for sometime before.

In view of the testimony given on the subject, the court at the instance of the defendant in error, instructed the jury as follows: "If the jury find that the defendants had frequently received, transported and delivered to plaintiff before the shipment of the goods sued for, goods of the same nature and description and marked in the same manner it is evidence tending to show that the company's agent knew that "W. W. W." was the shipping mark of the plaintiff. The plaintiff in error then requested the court to charge that "the plaintiff is bound to show that some of the officers or agents of the company, who were such when these goods arrived here, were chargeable with notice that they were intended for the plaintiff. It is not enough to show that former officers and agents were chargeable with such notice." But the Circuit Judge being in doubt, as he stated to the jury, about the law involved in this request, refused to give the direction prayed for, and advised the jury "that it was not necessary that this agent who had this knowledge was in the employ; if the company knew it before by any of its agents that would be sufficient."

We think in this charge and refusal the court erred. The case was not one in which the jury could rightly infer a continuance of knowledge in the company in consequence of notice to a former agent.

In fact, if admitted that the mark upon the goods had been understood by former agents as the mark of the plaintiff below, was an isolated and transient one, and capable of affecting the company only, because the latter as principal was identified with the agents possessing the knowledge so far as to make such knowledge in the agent, the knowledge of the company. Any change of agency which would remove that knowledge from the company's service would sever all connection between the company and the means of knowledge, so effectually exclude all idea of notice through the medium of former agents. The subject of notice in this case had no relation to any usage, system, course of business, or persistently impressive circumstance upon which a presumption could be raised that knowledge of it once brought home to an agent must permanently attach to the corporation, From the nature of the thing the notice could only attach to the principal, so long as the knowledge should remain present in the agency. A corporation has no memory except through its agents and its records, and while the letters "W. W. W." might appear in the company's books, the meaning ascribed to them by defendant in error would not. The circumstance that these letters personated this or that individual would still be an extrinsic fact known or unknown to the agent, and if unknown to the agent, then unknown to the Company.

We feel called on to observe farther, that when carriers are receiving daily a multitude of differing packages for distribution, delivering among a very large number of persons of whom a considerable portion at least, must be strangers to the agents, a notice to an agent on one or more occasions, that certain arbitrary marks indictate ownership in a particular person, ought not to affect the principal with notice of the same fact in any future transaction, unless it is affirmatively shown that the agent at the time of the latter transaction actually remembers the previous notice, and in view of the circumstances has reason to suppose that the same marks still denote the same ownership. And where one, instead of having his goods marked with his name, chooses to adopt some arbitrary or equivocal mark or device, which any other has an equal right to employ, he should be considered as thereby taking upon himself any risk of failure of the goods to reach him, in consequence of such imperfect marking, and should at his peril see that the carrier in each instance understands the complete significance of his mark or device.

The record presents some other questions, but as they will probably not arise on another trial, we do not consider them.

The judgment below must be reversed with costs, and a new trial ordered.

Judgment reversed.

Baltimore and Potomac Railroad.

That part of the Baltimore and Potomac Railroad from Bowie Station through Prince George's and Charles counties, Md., to Pope's Creek, on the Potomac, forty-nine miles, is now about completed. The road from Baltimore to Washington has been in regular running order some months. The ballasting on the Pope's Creek branch, as the road through Prince George's and Charles counties is called, will not be finished, however, before next January, when trains will be run regularly. During the early part of the week a trial passenger trip was made from Bowie to Pope's Creek for inspection purposes by a number of officers of the Baltimore and Potomac Railroad Company, which showed satisfactory progress. It is understood that trains are now running from Marlboro to Baltimore, which occasionally bring heavy freights of tobacco and other Maryland produce. At the Pope's Creek terminus there are as yet no buildings whatever, though the site and its nearness to deep water, and other advantages, it is expected will soon invite enterprise as at Crisfield, Md. The distance from Pope's Creek to Baltimore is seventy-three miles. Bowie Station, the point of divergance from the Baltimore and Washington line, is twenty-four miles from Baltimore, and the distance from Baltimore to Washington is forty-one miles.—*Balt. Sun.*

MARYLAND COAL FOR ENGLAND.

In this shifting world of ours no wise law or pithy maxim can hold good against the modern instances. "Carrying coals to Newcastle" has been a pet phrase for illustrating an absurdity, but now we have it as a practical fact. Several hundred thousand tons of American coal have recently been purchased on orders transferred from England, to the United States. The greater portion of these purchases is of the soft or bituminocs coal of Maryland and Pennsylvania, as the consumption of that kind of coal, which greatly resembles the English production, is much greater in Europe than anthracite or hard coal. A large number of these English orders will be filled at the Cumberland mines. Several vessels have already left Georgetown with cargoes of soft coal for foreign countries, and others are expected to arrive and clear before the close of navigation. Only last winter we were quarreling about the duty on English coal, and already we have become exporters instead of importers.—*Balt. Am.*

☞ The Philadelphia *Ledger* of 28th inst., reports the net anthracite coal tonnage for the week ending on the 19th inst., from all sources, at 462,860 tons, and for the year 15,898,558 tons, against 12,030,883 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,867,672 tons. The production of bituminous coal for the week was 52,169 tons, and for the year 2,039,198 tons, against 1,784,827 tons to the corresponding time last year—an increase of 254,371 tons. The total production of all kinds of coal for the week was 515,029 tons, and for the year 17,937,756 tons, against 13,815,710 tons to corresponding time last year, showing an increase of 4,122,046 tons.

Colorado Railroads.

A correspondent of the Baltimore *Sun*, writing from Denver under date Oct. 6, says:

The Colorado Central Railroad is progressing lively, and is now about sixteen miles west of Golden, running through Clear Creek canyon. This road is being built on the narrow-gauge principle, and promises to compare favorably with the Denver and Rio Grande Railway, which is proving such a success. This road is designed to run from Denver to Golden broad gauge, thence by narrow gauge to Central Black Hawk and Georgetown, passing through Idaho. Its principal traffic east will be ore, which comes to this point by teams. By this enterprise all the second-class ore lying at the mines will soon find an eastern market. There is also another railroad under way from Gulesburg to Golden, and it is expected will be finished in the next eight months, These improvements are in the interests of the Union Pacific Railroad, and superintended by T. E. Sickles, of the Union Pacific Railroad.

Our board of trade met last night to take into consideratien the issuing of bonds and building a branch road from Denver to Fort Morgan, to intersect the road from Gulesburg going to Golden, to be known by the name of the Denver and Platte Valley Railroad. I think this road will be built.

☞ The first forty-five miles of the road-bed of the Wisconsin Valley Railroad is ready for the iron. Strong efforts are making to put the track down this fall.

☞ The Lee and West Stockbridge Railroad is making good progress and it is intended to have it in running order in September, 1873.

☞ The contractors have resumed work on the disputed portion of the Athol and Enfield Railroad at Springfield.

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Fuel, Soft Coal.
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2 Truck wheels, 30 inches diameter.
Furnace, Steel.
Flues, 175 iron, 10 feet 4 inches long, 2 inches diameter.
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Tender tank to hold 2,000 Winchester Gallons.
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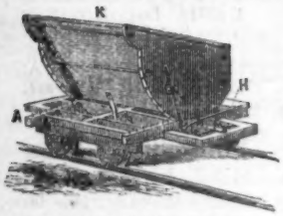

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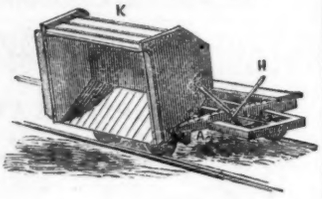

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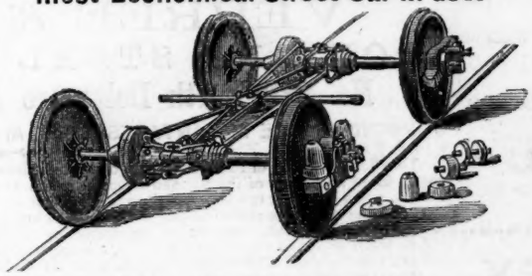

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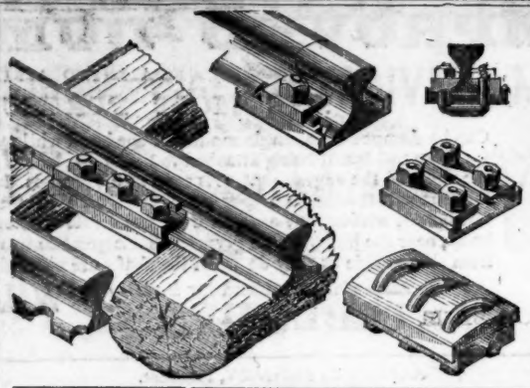

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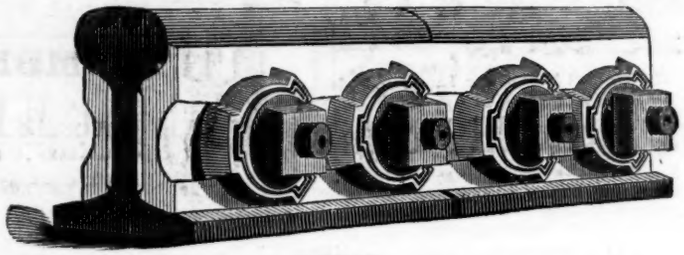

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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

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That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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